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Aug. 89 -

THE HAMILTON-WENTWORTH COUNCIL
AGENDAS/MINUTES OF THE TRANSPORT
AND ENVIRONMENT COMMITTEE

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THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 August 16

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 August 21
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, July 17, 1989 and Tuesday, July 25, 1989 meetings of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Portable/Mobile Radios and Chargers, Public Works Department
3. Supply and Delivery of One (1) 52,000 Lbs. GVW Chassis with High Density Garbage Packer Body Mounted, Central Garage
4. Emergency Repairs to Paint Striper, Vehicle #9009, Central Garage

URBAN MUNICIPAL
AUG 22 1989
GOVERNMENT DOCUMENTS

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5. Installation Grading & Compaction of Granular Surface, B.A. Court Yard, Rymal Road, Hamilton
6. Purchase of Multi-Conductor Traffic Cable, Traffic Department
7. Supply and Delivery of Traffic Paint, Traffic Department
8. Supply and Delivery of Traffic Poles and Signal Arms, Traffic Department

DIRECTOR OF PROPERTY

9. Easement Agreement - 85 Christopher Drive - Charles Gillis and Gayle Gillis
10. Lease of City Lands at Britannia Avenue and Oriole Crescent to Roxborough Centre
11. Rybak Expropriation - Part of 163 Centennial Parkway North - Agreement By Owner to Accept Compensation

DIRECTOR OF PUBLIC WORKS

12. Street Tree Policy
13. Colour Change for City's Fleet

COMMISSIONER OF ENGINEERING

14. Rondar Inc. Decontamination of PCBs
15. Request for Additional Funds, Mountain Park Avenue Bridge Reconstruction
16. Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road.
17. Assumption of Alley First North of Barton Street East Wellington Street Westerly
18. Proposed road allowance closure Augusta Street from Walnut Street South easterly to C.P.R. Tracks
19. Temporary Road Closure Hess Village Bicycle Race, Sunday, August 13, 1989
20. Banner Display Application - Festival of Trees - November 30, 1989 to December 4, 1989

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also provides a brief overview of the methodology used in the study.

2. The second part of the report is a detailed description of the study area. It includes information about the location of the study area, the population of the study area, and the characteristics of the study area.

3. The third part of the report is a description of the data collection process. It includes information about the sources of data, the methods used to collect data, and the time period over which data was collected.

4. The fourth part of the report is a description of the data analysis process. It includes information about the statistical methods used to analyze the data, the results of the analysis, and the interpretation of the results.

5. The fifth part of the report is a conclusion and a discussion of the findings of the study. It includes a summary of the main findings of the study, a discussion of the implications of the findings, and a list of recommendations for further research.

6. The sixth part of the report is a list of references. It includes a list of all the sources of information used in the study, including books, articles, and other documents.

7. The seventh part of the report is an appendix. It includes any additional information that is relevant to the study, such as maps, tables, and figures.

8. The eighth part of the report is a list of figures. It includes a list of all the figures that are included in the report, including tables, graphs, and charts.

9. The ninth part of the report is a list of tables. It includes a list of all the tables that are included in the report, including tables of data, tables of results, and tables of conclusions.

10. The tenth part of the report is a list of conclusions. It includes a list of all the conclusions that are drawn from the study, including conclusions about the study area, conclusions about the data collection process, and conclusions about the data analysis process.

11. The eleventh part of the report is a list of recommendations. It includes a list of all the recommendations that are made as a result of the study, including recommendations about the study area, recommendations about the data collection process, and recommendations about the data analysis process.

12. The twelfth part of the report is a list of acknowledgments. It includes a list of all the people and organizations that have provided support for the study, including funding agencies, advisors, and other individuals.

13. The thirteenth part of the report is a list of appendices. It includes a list of all the appendices that are included in the report, including maps, tables, and figures.

14. The fourteenth part of the report is a list of references. It includes a list of all the sources of information used in the study, including books, articles, and other documents.

21. Inadvertent Encroachment Agreement

- (a) 317 Cannon Street East
- (b) 171 Herkimer Street
- (c) 120 Charles Street - 117-121 Park Street South - 61 Hurst Place
- (d) 21 Alpine Avenue
- (e) 56 Guise Street
- (f) 83 Walnut Street
- (g) 37 William Street

22. Proposed Encroachment Agreement - Mulberry Street at side of 191 James Street North

23. Discharge of Encroachment Agreement - 121 King Street East

24. Strawberry Hill Addition, Hamilton

25. Additional Cost Sharing - "Wellington Chase - Phase 1, Stage 1", Subdivision Agreement, Hamilton

26. Plan of Subdivision

- (a) Abbey Hill Farm - Phase 3
- (b) Gagliano Gardens Addition

DIRECTOR OF TRAFFIC SERVICES

27. Discharge of Residential Boulevard Parking Agreement

- (a) 126 Chestnut Avenue
- (b) 18 Mayflower Avenue

28. Request for a Reserved Permit Parking Space for a Handicapped Resident

- (a) 251 Hunter Street West
- (b) 196 Weir Street North

29. Intersection Control

- (a) Gemini Drive and Glenayr Street
- (b) Flora Drive and Meta Street and Teresa Street and Meta Street
- (c) Rushdale Drive and Redmond Drive
- (d) Templmead Drive and Rockland Avenue
- (e) Montmorency Drive and Redhill Avenue and Montmorency Drive and Albright Road
- (f) Barnstown Neighbourhood
- (g) Greencedar Drive and Greenguild Avenue
- (h) Greenhill Avenue
- (i) Mentino Crescent/Mentino Court and Enola Avenue

30. Parking Regulations

- (a) North side of Cannon Street West, east of Park Street North
- (b) Gibson Avenue from Barton Street East to northerly end
- (c) George Street, east of Caroline Street North
- (d) East side of Locke Street North between Peter Street and Napier Street
- (e) Elgar Avenue between Limeridge Road and Fassett Avenue
- (f) Munn Street between Upper Sherman Avenue and East 33rd Street

31. School Traffic Officer

- (a) Greenhill Avenue and Ambrose Avenue
- (b) Limeridge Road and Rockingham Drive
- (c) Nash Road North and Kentley Drive - Request for a School Traffic Officer
- (d) Upper Paradise and Megna Court/Gemini Drive
- (e) Roxborough Avenue and Graham Street North
- (f) Upper Sherman Avenue and Jasmine Street



32. Closure of Comley Elementary School, 771 Limeridge Road East - Relocation of the existing School Traffic Officer
33. South side of Melvin Avenue, east of Walter Avenue - Extension of Bus Stop Clearance
34. Hamilton Society for the Prevention of Cruelty to Animals (HSPCA) Vehicle - Application for a Time Limit Exemption Permit

BILLS

35. (a) Proposed Expropriation of Part of Lot 14, Concession 8, in the Former Geographic township of Barton (known municipally as 1477 Upper James Street)
- (b) By-law to incorporate Part 2, Plan 62R-10413 into Mount Pleasant Drive
- (c) By-law to incorporate Parts 3 and 5, Plan 62R-9557 into Templemead Drive
- (d) By-law to incorporate Part 1, Plan 62R-10399 into Brigade Drive
- (e) By-law to incorporate Block 73, Plan 62M-577 into Corsica Court
- (f) By-law to incorporate Block 75, Plan 62M-577 into Dragoon Drive
- (g) By-law to incorporate Block 74, Plan 62M-577 into Fusilier Drive
- (h) By-law to incorporate Part 2, Plan 62R-10245 into Ruby Street
- (i) By-law to incorporate Block 113, Plan 62M-528 into Rushdale Drive
- (j) By-law to incorporate Block 70, Plan 62M-577 into Brigade Drive
- (k) By-law to incorporate Part 1, Plan 62R-9520 into Brigade Drive
- (l) By-law to establish Part 1, Plan 62R-9570 for the southerly extension of Acadia Drive
- (m) By-law to incorporate Block 14, Plan 62M-570 into Paris Avenue
- (n) By-law to incorporate Block 110, Plan 62M-583 into Astonwood Drive
- (o) By-law to incorporate Block "BX", Plan M-145 and Block 157, Plan 62M-593 into Rita Avenue
- (p) By-law to incorporate Block 158, Plan 62M-593 into Templemead Drive
- (q) By-law to Designate Parts 4 and 5, Plan 62R-10430, part of Rupert Court Extension, as a Public Walkway

DELEGATIONS

36. Proposed Alleyway Closure - Between Clinton Street and Princess Street 121m East of Sherman Avenue North to 91m West of Barnesdale Avenue
37. Proposed Alley Closure - North/South Alleyway from Fennell Avenue to 30.10m northerly between East 26th Street and East 27th Street
38. No's 36 and 40 Solomon Crescent - Driveway Dispute

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	

Monday, July 17, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman T. Cooke
Alderman V. Agro
Alderman D. Agostino
Alderman J. Smith
Alderman T. Murray

Also present: Alderman Wm. McCulloch
Alderman B. Hinkley
Alderman F. Lombardo
Mr. L. Sage, Chief Administrative Officer
Mr. J. Pavelka, Director of Public Works
Mr. T. Gill, Engineering Department
Mr. M. Main, Director of Traffic Services
Mr. D. Lobo, Parks Division, Public Works Dept.
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mrs. Diane Buist,
Mrs. Bernice Price

Regrets: Mayor R. M. Morrow (Civic Business)
Alderman D. Christopherson (Vacation)
Alderman D. Drury (Vacation)

The minutes of the Monday, June 19, 1989 meeting of the Transport and Environment Committee were adopted as circulated.

Minutes

With respect to an added item introduced by Alderman McCulloch respecting the sidewalk on Brock and Hughson, it was moved by Alderman Agro seconded by Alderman Ross:

Sidewalk on Brock and
Hughson

That the Commissioner of Engineering be authorized and directed to install a 1.5m combined walk and curb on the south side of Brock Street from Hughson Street North to the east property limit of 568 Hughson Street North at an estimated cost of \$2 500, funds for which have been provided within the 1989 current budget. Carried.

NOTE: The owners share under the Local Improvement By-law are nil due to the flankage exemption.

The Committee approved the following recommendation of the Director of Property respecting an agreement by the owner to accept compensation for part of lands 969 Queenston Road - Burlington Centennial Development Limited, 546636 Ontario Limited and Vedemo Limited:

969 Queenston Road
Burlington Centennial
Development Limited

That Agreements by Owners to Accept Compensation for the purchase of part of 969 Queenston Road executed by 546636 Ontario Limited, Burlington Centennial Developments Ltd. and Vedemo Construction Limited on May 24th, 1989 and June 7th, 1989 and scheduled for closing on July 20, 1989 be approved and completed.

NOTE: This irregular shaped parcel of vacant land is required for the extension of Bow Valley Drive having an area of 1,323.82 square metres (14,249 square feet) and more particularly described as Parts 1, 2 and 3, Plan RA-H-429 Surveys on Expropriation Plan 491958CD. The Purchase price of \$1 is to be charged to Account No. RF 53003 25202.

Municipal Recycling and
Central Administration
of Municipal Waste
Collection

With respect to an item dealing with Municipal Recycling and Central Administration of Municipal Waste Collection for Hamilton-Wentworth, the Committee recommendation of the Director of Public Works:

(a) That Third Sector Employment Enterprises:

- i. review its mandate which has been the youth employment program through recycling and modify it to be Recycling in Hamilton-Wentworth with the opportunity to still carry on the youth program.
- ii. review the membership of the Board of Directors with the view of incorporating political and staff representation from the Region of Hamilton-Wentworth, from the Area Municipalities and from the Educational Institutions in the area.

(b) That the Region of Hamilton-Wentworth's Engineering Service Committee be requested to significantly increase the Region's role in recycling by:

- i. Assuming 100% of all capital costs and operating expenditures for recycling in Hamilton-Wentworth including all costs presently being assumed by the area municipalities - starting in 1990.
- ii. Increasing the number of staff as required to manage, plan and promote recycling in the residential, industrial and commercial sectors.
- iii. Assisting Third Sector Employment Enterprises, through the Region's senior staff, to develop plans for:
 - aa. recycling in apartment buildings and townhouse complexes
 - bb. recycling in schools
 - cc. recycling in institutions and public buildings
 - dd. types of containers to be used in schools
- iv. Assist Third Sector Employment Enterprises by allocating 230,000 for capital improvements to the building collection vehicles, unloading facilities and processing lines as identified in the W.C.I. Waste Conversion Inc., March, 1989 report, as soon as possible.
- v. Reviewing all aspects of recycling to determine whether or not it is cost effective to privatize these aspects as opposed to maintaining these aspects within the public sector (City staff or Third Sector staff).
- vi. Undertaking an active promotion and implementation of waste recycling and reduction programs
- vii. Maintaining a continuing review of recycling needs and strategies and an evaluation of the most suitable methods. Funding for these initiatives should be sought from other sources whenever possible.
- viii. Soliciting the assistance of local industry and post secondary institutions in the development of secondary market for recyclables.
- ix. pursuing extended waste reduction initiatives, including education/promotion of new applications.

- x. reviewing the existing Solid Waste Management Agreement for the subsequent term in consideration of its projected needs.
- (c) That the Region of Hamilton-Wentworth's Engineering Services Committee be advised that the City of Hamilton agrees to forming a Waste Collection Co-operative involving the Region and all of the Area Municipalities to develop specific goals and measure to provide an efficient and effective Solid Waste Routing Strategy.
- (d) That the Region of Hamilton-Wentworth's Engineering Department and the City of Hamilton's Public Works Department undertake a pilot project by bringing the two "new" types of vehicles which handle household reuse and recycling materials from Peterborough and Mississauga to the City of Hamilton to determine the cost effectiveness of using these types of vehicles in comparison with the present system of using garbage compactors for household refuse and stake trucks for recycling materials.
- (e) That copies of this report be forwarded to the Region of Hamilton-Wentworth, Third Sector Employment Enterprises and each of the Area Municipalities for their information.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Purchase of one (1) Renovator/overseeder for the Parks Division of Public Works Department:

That a purchase order be issued to Gordon Bannerman Limited, Rexdale, in the amount of \$15 336 for the purchase of One (1) Renovator/Overseeder for Parks Division of the Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Only tender received. Funds provided in Grass Maintenance Operating Equipment Account No. CH58005 62106.

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Broom Stock for the Central Garage:

That a purchase order be issued to Rantex Brushes Inc., Barrie, in the amount of \$22 279.44 plus 8% Provincial sales tax, for the supply and delivery to Broom Stock, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of three (3) tenders received. Funds provided in Automotive Parts Account No. CH56702 64105.

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 615 Stone Church Road East:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Appleridge Co-operative Homes Inc., for the collection of garbage at 615 Stone Church Road East, Hamilton.

NOTE: This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

Purchase of One (1)
Renovator/Overseeder
for the Parks Division
of Public Works

Supply and Delivery of
Broom Stock for the
Central Garage

Garbage Collection
Agreement at 615
Stone Church Road East

Catch Basin
- 25 Mountain Avenue

With respect to an item dealing with a request for a Catch Basin in a public unassumed alley to the rear of 25 Mountain Avenue, it was moved by Alderman Cooke seconded by Alderman Agro:

- (a) That the Commissioner of Engineering be authorized to construct a catch basin in the City alley to the rear of 25 Mountain Avenue at an estimated cost of \$15 500. The cost to be financed from Account No. 1-59016-931-9264944.
- (b) That the firm of Cardeen Construction be engaged to construct the catch basin at a cost of \$14 455.40 (Lowest of three quotes received).
- (c) That the Mayor and City Clerk be authorized to execute the necessary documentation for the required connection easement across 25 Mountain Avenue, to the grantee for one dollar, said document to be prepared and registered by the City Solicitor. Carried.

Proposed reconstruction
of road and sidewalks
on Belview Avenue from
Cannon Street to approx-
imately 75m northerly

The Committee approved the following recommendation of the Commissioner of Engineering respecting the proposed reconstruction of road and sidewalks on Belview Avenue from Cannon Street to approximately 75m northerly:

- (a) That the Commissioner of Engineering be authorized and directed to reconstruct the road and sidewalk on Belview Avenue from Cannon Street to approximately 75m northerly at an estimated cost of \$86 500
- (b) That the Co-ordinating Committee recommend a source of funding for the work.

Proposed construction
of concrete sidewalks
on the south side of
Barton Street from
Kenora Avenue to
Centennial Parkway

The Committee approved the following recommendation of the Commissioner of Engineering respecting the proposed construction of Concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway and on the North Side of Barton Street from Nash Road to Centennial Park :

- (a) That the Transport and Environment Committee recommend to the Co-ordinating Committee the construction of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway and on the north side of the Barton Street from Nash Road to Centennial Parkway be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of \$178 000 as provided for in the 1989 portion of the 1989-1993 Capital Budget as Project No. 39000 - City's Share (\$88 000.00) and Project No. 89000 - Owner's Share (\$90 000);
- (b) That the City Treasurer be requested to recommend to the Co-ordinating Committee, the amount and source of funds to be provided for this Capital Project;
- (c) That the Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and
- (d) That the City Clerk and City Treasurer be directed to give all the necessary notice of the Council's intention to undertake these works.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the proposed Shopping Centre Development at the north-west corner of Upper Wentworth Street and Fieldway Drive in the Bruleville Neighbourhood:

- (a) That the City accept the deeds for Parts 1 and 2 on Reference Plan 62R-10286 for road widening purposes on Fieldway Drive, which are being dedicated to the City by the owner in accordance with the site plan requirements and the developer's solicitor is to prepare the necessary deed(s) and certify title to the City.
- (b) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate Parts 1 and 2 on Plan 62R-10286 into the Fieldway Drive road allowance.
- (c) That the City accept a cash payment in the amount of \$51 923.45 for existing and future servicing costs on the north and east side of Fieldway Drive and the west side of Upper Wentworth Street adjacent to Parts 1, 2, 3 and 4 on Plan 62R-10286.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the discharge of an encroachment agreement for the Royal Bank of Canada - 18-24 James Street South:

- (a) That the applicant's request for a discharge of the encroachment agreement for a pedestrian overpass linking 18-24 James Street South, to 29-31 King Street West, registered as Instrument No. 259208 H.L., on January 2, 1964, be approved, subject to the satisfaction of the City Solicitor.
- (b) That the appropriate Regional signing officials be authorized to execute the City documents in relation to this discharge.
- (c) That the Commissioner of Finance be notified of this action.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of City owned lands into Astonwood Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 110, Plan 62M-583 into Astonwood Drive.

NOTE: The City of Hamilton is the owner of all of Block 110, Plan 62M-583 and it is necessary that this block be incorporated into Astonwood Drive to provide access to and from a soon to be Registered Plan of Subdivision adjacent and to the south, commonly known as Highridge Hills - Stage Two.

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 205 Rosslyn Avenue South:

That the application of Mr. George J. Parker, Solicitor, on behalf of the present owner of 205 Rosslyn Avenue South, to retain the inadvertent encroachment consisting of House and Garage Eaves measuring 12.22m (40.1') x 0.46m (1.5') and 5.63m (18.47') x .26m (.85') and a cantilever measuring 3.96m (13') x .77m (2.5') x 2.29m (7.5') be approved during the pleasure of City Council provided:

Proposed Shopping Centre Development at the north-west corner of Upper Wentworth Street and Fieldway Drive in Bruleville Neighbourhood

Discharge of an encroachment agreement - Royal Bank of Canada - 18-24 James Street South

Incorporation of City owned lands into Astonwood Drive

Inadvertent Encroachment Agreement at 205 Rosslyn Avenue South

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 129 Emerald Street South:

That the application of Joe Lavie, the present owner of 129 Emerald Street South, to retain the inadvertent encroachment consisting of concrete steps measuring 0.38m (1.24') x 1.52m (5.0') be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 377 Emerald Street:

That the application of Michael W. Fowler, Solicitor on behalf of the present owner of 377 Emerald Street North, to retain the inadvertent encroachment consisting of a concrete stoop measuring 1.91m (6.25') x 0.23m (.75') be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an Inadvertent Encroachment Agreement at 177/179 Young Street:

That the application of Alphonse Lanza, Solicitor, on behalf of the present owner of 177/179 Young Street to retain the inadvertent encroachment consisting of 1 storey insul-brick dwelling measuring 1.18m x 11.09m be approved during the pleasure of City Council provided:

Inadvertent Encroachment
Agreement - 129 Emerald
Street South

Inadvertent Encroachment
Agreement - 377 Emerald
Street

Inadvertent Encroachment
Agreement - 177/179
Young Street

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$105 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Red Hill Manor Survey #2:

Red Hill Manor Survey #2

That the Mayor and City Clerk be authorized to execute the release of easement for Part of Parcel 31-2, Section SALT 4 (c) designated as Parts 2, 3, and 4 on Plan 62R-8901 and registered as Instrument No. 25 1971CD, prepared by Sharpe, Inglis and Litwiller.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Rexford Survey and Rexford Heights Phase 2 Subdivisions:

Rexford Survey and Rexford Heights Phase 2, Subdivisions

- (a) That the extension of Robson Crescent and Rexford Drive, including watermain and sidewalks, which were part of the works in Rexford Survey (Plan 62M-455), be constructed in conjunction with works in Rexford Heights Phase 2 Subdivision, and
- (b) That the City's share of the costs at the estimated cost of \$450 be approved, and that the Co-ordinating Committee recommend the source of funding.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Stoneridge Estates:

Plan of Subdivision for Stoneridge Estates

- (a) That the submitted schedules for the estimated cost of services in "Stoneridge Estates", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owners, Spallacci Construction Limited and Spallacci and Sons Limited. These lands are located east of Upper Wentworth Street and south of Stone Church Road in the Butler Neighbourhood. The total estimated cost of services for this development is \$391 933.12.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owners, Spallacci Construction and Spallacci and Sons Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share for the cost of services for the development (\$188 489.89) be approved and that the Co-ordinating Committee recommend the source of funding for this project.

- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 1 on reference plan 62R-9570 as the public road allowance for the southerly extension of Acadia Drive.
- (g) That the City accept title to the lands required for the future Emperor Avenue road allowance and the 0.3m reserves, from Rymal Square Developments Inc. This land (described as Parts 1, 2, 3, 4 and 5 on a plan of reference as prepared by J. David Peters, O.L.S. and numbered S-7165) is being transferred to the City by its' owner and the owner's solicitor is to prepare the necessary deed and certify title to the City.
- (h) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Emperor Avenue (Parts 1 and 2 on a plan of reference as prepared by J. David Peters, O.L.S. and numbered S-77165 and Parts 16 and 18 on plan 62R-9968) as a public road allowance and after the plan of subdivision for "Stoneridge Estates" has been registered.
- (i) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Emperor Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

Plan of Subdivision for
Wisemount Forest Survey
- Phase 5

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Wisemount Forest Survey - Phase 5:

- (a) That the submitted schedules for the estimated cost of services in "Wisemount Forest Survey - Phase 5", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Kenilworth Avenue and north of Limeridge Road in the Lisgar Neighbourhood. The total estimated cost of services for this development is \$153,427.13.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, S. Wise Construction Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City Solicitor be authorized and directed to prepare the necessary By-law to:
 - i. incorporate the 0.3m reserve, Block 14, on Plan 62M-570, into the Paris Avenue road allowance after the Plan of Subdivision for "Wisemount Forest Survey - Phase 5" has been registered.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Lillian Heights - Phase 2:

Plan of Subdivision for
Lillian Heights - Phase 2

- (a) That the submitted schedules for the estimated cost of services in "Lillian Heights - Phase 2", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of the Upper Gage Avenue extension and south of Rymal Road East in the Broughton Neighbourhood. The total estimated cost of services for this development is \$968 437.50.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Lillian Heights Developments Inc.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$16 128) be approved, and that the Co-ordinating Committee recommend to the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the 0.3 reserve, Block 44, on Plan 62M-614, into the Ossington Drive road allowance after the Plan of Subdivision for "Lillian Heights - Phase 2" has been registered.
 - ii. incorporate the 0.3m reserve, Block 45 on Plan 62M-614, into the Broughton Avenue road allowance, after Plan of Subdivision for "Lillian Heights - Phase 2", has been registered.
- (g) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council policy.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Randall Estates - Phase 6:

Plan of Subdivision for
Randall Estates - Phase 6

- (a) That the submitted schedules for the estimated cost of services in "Randall Estates - Phase 6", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Sherman Avenue and north of Stone Church Road East in the Randall Neighbourhood. The total estimated cost of services for this development is \$221 310.56.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owners, Robert Shelley Construction Limited, Sunshine Construction Inc. and DiCenzo Construction Company Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's Share of the cost of services for the development (\$88 465) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the 0.3m reserve, Block 20, on Plan 62M-551, into the Rondeau Street road allowance after the Plan of Subdivision for "Randall Estates - Phase 6" has been registered.
 - ii. incorporate that portion of Block 84, Plan 62M-603, parallel to the easterly side of Alconbury Drive and adjacent to the flankage of Lot 1 and Rexford Drive, into the Alconbury Drive road allowance after the Plan of Subdivision for Randall Estates - Phase 6 has been registered.
- (g) That the City Subdivision Agreement includes the necessary provisions which require the Developer to establish maintenance Easements in all locations as required by the Zoning By-law and Council policy.
- (h) That the City accept title to the lands required for the Normajean Avenue road allowance and part of the Rexford Drive road allowance. This land (described as Parts 2, 3, and 4 on Reference Plan 62R-10203) is being transferred to the City by its' owners and the owner's solicitor is to prepare the necessary deeds and certify title to the City.
- (i) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part of Rexford Drive (Part 2, Plan 62R-10203) as a public road allowance after the plan of Subdivision for "Randall Estates - Phase 6" has been registered.
- (j) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Normajean Avenue (Parts of Parts 3 and 4 on Reference Plan 62R-10203) as a public road allowance, after the plan of subdivision for "Randall Estates - Phase 6" has been registered.

NOTE: The City will retain 0.3m reserves along portions of the east and west sides of Normajean Avenue. The remaining portions of Parts 3 and 4, Plan 62R-10203 will be established as a road allowance.

- (k) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Normajean Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Silverton Avenue Subdivision:

- (a) That the submitted schedules for the estimated cost of services in "Silverton Avenue Subdivision", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$48 741.05.

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 712176 Ontario Limited (Joseph DiCenzo).
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the reserve, Parts 8 & 9 on Plan 62R-6969 into the Silverton Avenue road allowance after the Plan of Subdivision for "Silverton Avenue Subdivision" has been registered,
 - ii. incorporate the 0.305m reserve, Parts 2, 4 and 6 on Plan 62R-4121 into the Independence Drive road allowance, after the plan of Subdivision for "Silverton Avenue Subdivision" has been registered.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the reconstruction of the road and sidewalk on Callie Road from Viceroy Court to East 16th Street:

- (a) That the Commissioner of Engineering be authorized and directed to reconstruct the road and sidewalk on Callie Road from Viceroy Court to East 16th Street, in conjunction with the construction of storm relief sewers and watermains by the Region, at an estimated cost of \$150 000.
- (b) That the Co-ordinating Committee recommend a source of funding for the work.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a combined walk and curb on the south side of Brock Street from Hughson Street to the east property limit of 568 Hughson Street North:

That the Commissioner of Engineering be authorized and directed to install a 1.5m combined walk and curb on the south side of Brock Street from Hughson Street North to the east property limit of 568 Hughson Street North at an estimated cost of \$2 500, funds for which have been provided within the 1989 Current Budget.

NOTE: The owners share under the Local Improvement By-law are nil due to the flankage exemption.

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking regulations:

- (a) That a "One Hour Parking Time Limit, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Tiffany Street commencing at a point 91 feet north of Barton Street West and extending to a point 247 feet northerly therefrom; and

Reconstruction of the road and sidewalk on Callie Road from Viceroy Court to East 16th Street

Combined walk and curb on the south side of Brock Street from Hughson Street to the east property limit 568 Hughson Street North

Parking Regulations

Parking Regulations cont'd

- (b) That the existing "No Parking, 2nd Wednesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation on the south side of Bold Street between Bay and James Streets be replaced with a "No Parking, 2nd Tuesday each month, 1:00 p.m. to 4:00 p.m., April to November" regulation; and
- (c) That the existing "No Stopping" regulation on the east side of MacNab Street North, commencing at the C.N.R. bridge and extending to a point 100 feet southerly therefrom be rescinded; and
- (d) That parking be prohibited on the south side of Seventh Avenue between Upper Gage Avenue and East 42nd Street; and
- (e) That a parking prohibition be implemented on the north side of Inglewood Drive from Gloucester Road to the easterly end; and
- (f) That a "Two Hour Parking Time Limit, 8:00 a.m. - 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Inglewood Drive from the extended west curb line of Gloucester Road to the easterly end; and
- (g) That a "No Parking" regulation be implemented on the east and south sides of Kingsway Drive commencing at Arkledun Avenue and extending to a point 402 feet southerly therefrom; and
- (h) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting the Barnstown Neighbourhood - Traffic Control:

- (a) That three-way stop control be implemented at the intersection of Brigade Drive and Bonaparte Way; and
- (b) That northbound and southbound traffic on Dublin Drive/Cavalry Court be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- (c) That eastbound and westbound traffic on Dragoon Drive be required to stop for northbound and southbound traffic on Fusilier Drive; and
- (d) That westbound traffic on the north and south legs of Delancey Boulevard be required to stop for northbound and southbound traffic on Brigade Drive; and
- (e) That southbound traffic on Fusilier Drive be required to stop for eastbound and westbound traffic on Bonaparte Way; and
- (f) That southbound traffic on Dragoon Drive be required to stop for eastbound traffic on Bonaparte Way; and
- (g) That westbound traffic on Hussar Avenue be required to stop for northbound and southbound traffic on Delancey Boulevard; and
- (h) That southbound traffic on Mornington Drive be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- (i) That southbound traffic on Josephine Drive be required to stop for eastbound and westbound traffic on Delancey Boulevard; and
- (j) That eastbound traffic on Fusilier Drive be required to stop for northbound and southbound traffic on Brigade Drive; and
- (k) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

Intersection Control

- (a) That a stop sign be erected to require that westbound traffic on Rockway Court be required to stop for northbound and southbound traffic on Parkwood Crescent; and
- (b) That westbound traffic on Randolph Court be required to stop for northbound and southbound traffic on Southpark Avenue; and
- (c) That three-way stop control be implemented at the intersection of Clinton Street and Ruth Street; and
- (d) That four-way stop control be implemented at the intersection of Sandalwood Avenue and Kingslea Drive; and
- (e) That City Traffic 89-72 be amended accordingly.

No action was taken on an item dealing with the Intersection of East 23rd Street and Brucedale Avenue East.

No Action - East 23rd Street
and Brucedale Avenue East

With respect to an item dealing with the intersection of Cumberland, Sanford and Rutherford Avenues, the Committee supported a request by Alderman Hinkley to have the Director of Traffic Services:

Intersection of Cumberland,
Sanford and Rutherford
Avenues

- (a) Examine the feasibility of placing a stop sign at the western intersection of Cumberland and Sanford Avenues.
- (b) Review the best location for the painted cross walks and signage.
- (c) Examine the pedestrian and vehicle conflicts and visibility.
- (d) Review all traffic measures in place to ensure the safety of pedestrians and motorists.
- (e) Make recommendations for traffic improvements to this intersection.

The Committee approved the following recommendation of the Director of Traffic Services respecting Pedestrian Crossings on Britannia Avenue in the vicinity of Andrew Warburton Park:

Pedestrian Crossings on
Britannia Avenue in the
vicinity of Andrew Warburton
Park

- (a) That a by-law be enacted and signs erected to prohibit pedestrian crossings across Britannia Avenue in the east crosswalk at the intersection of Britannia Avenue and Barons Avenue North; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for a Time Limit Exemption Permit at 157 Bold Street:

Application for a Time Limit
Exemption Permit at 157 Bold
Street

That the Director of Traffic Services be authorized to issue, upon request one time limit exemption permit to each of the first five applicants residing in the building at No. 157 Bold Street.

Extension of a corner clearance on the north side of Morningside Drive, East of Princeton Drive

The Committee approved the following recommendation of the Director of Traffic respecting the extension of a corner clearance on the north side of Morningside Drive, East of Princeton Drive:

- (a) That the existing "No Parking" corner clearance on the north side of Morningside Drive between Princeton Drive and a point 50 feet easterly be extended, such that the prohibition extends to a point 184 feet east of Princeton Drive; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Bus Stop Additions and Eliminations on Melvin Avenue between Osborne Street and Talbot Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Bus Stop Additions and Eliminations on Melvin Avenue between Osborne Street and Talbot Street:

That in accordance with the request of the Hamilton Street Railway Company:

- (a) That the following bus stop elimination be approved:
 - Bayfront Route No. 4 - westbound - delete - Melvin Avenue East of Osborne Street (M/B)
- (b) The following bus stop addition be approved:
 - Nash Route No. 57 - eastbound - Melvin Avenue opposite Talbot Street (M/B)
- (c) That City Traffic By-law 89-72 be amended accordingly.

Skateboards on Public Highways and Sidewalks in the City of Hamilton

The Committee approved the following recommendation of the Director of Traffic Services respecting Skateboards on Public Highways and Sidewalks in the City of Hamilton:

- (a) That Section 11 (Games, etc., on Highway) of the City Traffic By-law 89-72 be amended such that the section will read as follows:

"No person shall play or take part in any game or sport upon a roadway, and no person shall ride on a roadway in or on a skateboard, coaster, skis, toy vehicle, rollerskates or similar devices, except for the purpose of crossing the road, and when so crossing such person shall have the rights and be subject to the obligations of a pedestrian."
- (b) That Section 27(9) (Vehicles on Sidewalks) of the City Traffic By-law 89-72 be amended such that the section reads as follows:

"No person shall drive any animal or vehicle, including any person in or on a bicycle, skateboards, coasters, skis, toy vehicle, or similar devices, over or upon a sidewalk save at a properly constructed crossing, but this prohibition shall not apply to baby carriages, roller skates, children's tricycles or other such vehicles appropriate to sidewalks."

Corner Clearances on Lottridge Street, South of Cast Street Corner

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearances on Lottridge Street, South of Case Street Corner:

- (a) That stopping be prohibited on the west side of Lottridge Street between Case Street and a point 50 feet northerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved permit parking space for a handicapped resident at 15 Roseland Avenue:

- (a) That a "Permit Parking" regulation be implemented on the north side of Roseland Avenue commencing 162 feet east of Blake Street and extending to a point 22 feet easterly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. M. Shuster, 15 Roseland Avenue; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting the discharge of a residential boulevard parking agreement at 89 Robinson Street:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 506524 C.D. to the property owner at No. 89 Robinson Street be discharged at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting the discharge of a residential boulevard parking agreement at 98 Hess Street:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 324489 C.D. to the property owner at No. 98 Hess Street South be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process in relation to the discharge of this agreement.

An item respecting the intersection of Roxborough Avenue and Graham Street North, request for school traffic officer/parking regulations, was tabled, due to the absence of Alderman Christopherson.

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of a school traffic officer/parking regulations at the intersection of Whitney Avenue and Emerson Street:

- (a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer presently assigned to the intersection of Whitney Avenue and Emerson Street during the morning and evening crossing periods be removed; and
- (b) That a "No Parking, 8:00 a.m. to 4:30 p.m., Monday to Friday" regulation be implemented on the east side of Emerson Street commencing at the north leg of Whitney Avenue and extending to a point 50 feet southerly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

A request for a reserved permit parking sapce for a handicapped resident at 15 Roseland Avenue

Discharge of a residential boulevard Parking Agreement at 89 Robinson Street

Discharge of a residential boulevard Parking Agreement at 98 Hess Street

Request for a School Traffic Officer - intersection of Roxborough Avenue and Graham Street North - Tabled

Removal of a School Traffic Officer/Parking regulations at the intersection of Whitney Avenue and Emerson Street

Request for a School Bus Loading Zone on the south side of Broker Drive west of Kingslea Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a school bus loading zone on the south side of Broker Drive west of Kingslea Drive:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Broker Drive commencing at a point 151 feet west of Kingslea Drive and extending to a point 80 feet westerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Request for a School Bus Loading Zone on the North side of Ravenbury Drive, West of Ranwood Court

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a school bus loading zone on the North side of Ravenbury Drive, west of Ranwood Court:

- (a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Ravenbury Drive commencing at a point five feet east of the extended curb line of Rama Court and extending to a point 80 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Front Yard Parking on Fairleigh Crescent and Elm Street - Tabled

With respect to items 32 (a) (b), front yard parking on Fairleigh Crescent and Elm Street, Alderman Hinkley requested that the items be tabled in order to give them an opportunity to bring a delegation before the Committee. Alderman Hinkley's request was granted.

Delegations

At 3:00 o'clock p.m. the Committee welcomed delegations.

Proposed East/West Alley Closure First South of Barton Street East from Kensington Avenue North

With respect to an item dealing with a proposed East/West Alley Closure First South of Barton Street East from Kensington Avenue North to 18.45m Easterly, in attendance at the meeting in opposition of a proposed alley closure were the following residents:

Mr. Moldinaro - 246 Kensington Avenue North
 Mr. McGowan - 252 Kensington Avenue North
 Mrs. Laiety - 255 Rosslyn Avenue North
 Mrs. Brown - 244 Kensington Avenue North
 Mr. Wereha - 270/272 Kensington Avenue North
 Mr. Woysienko - 271 Rosslyn Avenue North
 Mr. Rusivich - 278 Kensington Avenue North
 Mr. Hart - 241 Rosslyn Avenue North
 Mr. Rose McGowan - 252 Kensington Avenue North

Appearing before the Committee in favour of the proposed alley closure were Mr. DiBartolomeo and Mr. Dan Carlasso, applicants.

After considerable discussion it was moved by Alderman Smith seconded by Alderman Ross that the alley not be closed. Carried.

Level Crossings in Hamilton and Specifically Quigley Road, Mount Albion Road and Greenhill Avenue

Mr. Denis Galarneau and Mr. Doug Vollick of Transport Canada appeared before the Committee with respect to an item dealing with level crossings in Hamilton and specifically Quigley Road, Mount Albion Road and Greenhill Avenue.

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Agro:

- (a) That gates be installed at the railway crossings at Quigley Road and Mt. Albion Road subject to approval of 80% of the funding from the Minister of Transport.
- (b) That a meeting be arranged with CP regarding railway safety at the crossings at Quigley Road and Mt. Albion Road. Carried.

There being no further business the meeting was adjourned.

Adjournment

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Tuesday, 1989 July 25
7:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met in Special Session to discuss the transfer of PCB Wastes from Lapp Insulators Inc. to Rondar Inc. and the implementation of a three-way Stop Control at the intersection of Sandringham and Buckingham.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Attendance

Also present: Alderman M. Kiss
Alderman T. Murray
Alderman J. Gallagher
Mr. L. Sage, Chief Administrative Officer
Mr. J. Pavelka, Director of Public Works
Mr. T. Gill, Regional Engineering
Ms. C. Coutts, Acting Secretary

The Committee was in receipt of a report dated 1989 July 24 from the Commissioner of Engineering respecting the transfer of PCB Wastes from Lapp Insulators Inc. to Rondar Inc.

Report Re PCB Wastes

Mr. Dennis L'Ami, Vice-President of Operations of Lapp Insulators Inc. and Mr. Tom Baumgarten, District Supervisor, Ministry of the Environment appeared before the Committee.

Appearance of Lapp Insulators and Ministry of the Environment before Committee

After general discussion, the Committee approved the following recommendation:

Recommendations

That the Local Approvals Branch of the Ministry of the Environment be informed that the City of Hamilton has no objections to the transfer of PCB waste from Lapp Insulators Inc. at 100 Beddoe Drive to the premises of Rondar at 338 Centennial Parkway subject to the following conditions:

- a) That the waste be shipped by an approved transport agent registered under the Environmental Protection Act and certified under the Transportation of Dangerous Goods Act.
- b) That Lapp Insulators Inc. be required to notify the adjacent residents on Aberdeen Avenue that the transfer of waste is taking place and inform them that all appropriate precautions are being taken.
- c) That the Ministry of Environment approve the methods of transport and that the Ministry of Environment inspect and approve the storage site.
- d) That the route of transport be along the Hwy No. 403 and the Queen Elizabeth Highway and that no residential streets will be used for the transfer except for the section of Aberdeen from Lapp Insulators Inc. to Highway 403.

As an added item, following a telephone poll of Committee members, the Committee approved the following recommendation:

Transport and Environment Committee

1989 July 25

- a) That three-way stop control be implemented at the intersection of Sandringham and Buckingham; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

There being no further business, the meeting then adjourned.

Taken as read and approved

Alderman H. Merling, Chairman
Transport and Environment Committee

C.J. Coutts, Acting Secretary

Adjournment

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 August 3
COMM FILE:
DEPT FILE: T19-14-89

SUBJECT: PORTABLE/MOBILE RADIOS AND CHARGERS, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Motorola Limited, Hamilton, in the amount of \$44,004.11 for the supply and delivery of Portable/Mobile Radios and Chargers for the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in various Radio and Maintenance Accounts.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

Mobile Communications, Hamilton	\$15,535.80 (1)
General Electric, St. Catharines	19,474.56
Technical Security Services, Hamilton	30,691.56
Motorola Limited, Hamilton	44,004.11 *

(1) Incomplete - Mobile radios bid do not meet specifications.

* Only acceptable tender to meet specifications for our existing radio system.

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing


DATE: 1989 July 17
COMM FILE:
DEPT FILE: T4-51-89

SUBJECT: SUPPLY AND DELIVERY OF ONE (1) 52,000 LBS. GVW CHASSIS WITH HIGH DENSITY GARBAGE PACKER BODY MOUNTED, CENTRAL GARAGE

RECOMMENDATION:

That a purchase order be issued to Altruck Transportation Services, Hamilton, in the amount of \$88,965.00 for the supply and delivery of One (1) 52,000 lbs. GVW Chassis with High Density Garbage Packer Body Mounted, for Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Streets Equipment-Refuse Packer, Capital Budget Account CF5503 608951003.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE. STATE N/A)

BACKGROUND: Tender Analysis

Altruck Transportation Services, Hamilton	\$88,965.00
	92,286.00
Eastgate Ford Sales & Service, Hamilton	92,615.40
	95,855.40

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 July 26
COMM FILE:
DEPT FILE:

SUBJECT: EMERGENCY REPAIRS TO PAINT STRIPER, VEHICLE #9009, CENTRAL GARAGE

RECOMMENDATION:

That a purchase order be issued to Linetech Equipment, Niagara Falls in the amount of \$28,362.99. for emergency repairs to a Paint Striper that was involved in an accident. Vehicle #9009. Central Garage.

NOTE: Only supplier due to the technical repairs required. Funds provided in Insurance Account #CH55299 24130.

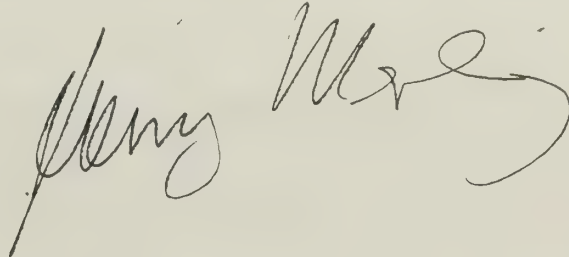
As these repairs are required to enable this vehicle back on the road, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

Funds will be recovered from the second party's insurance company.



FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 July 25
COMM FILE:
DEPT FILE:

SUBJECT: INSTALLATION GRADING & COMPACTION OF GRANULAR SURFACE, B.A. COURT
YARD, RYMAL ROAD, HAMILTON

RECOMMENDATION:

That a purchase order be issued to Frid Construction Company, Limited, Hamilton, in the amount of \$38,350 for the installation Grading and compaction of Granular Surface, B.A. Court Yard, Rymal Road, Hamilton in accordance with Vendor's quotation.

NOTE: Only quotation obtained. Funds provided in Construction of New Mountain Public Works Yard, Rymal Road Account Number CF5200 608741002.

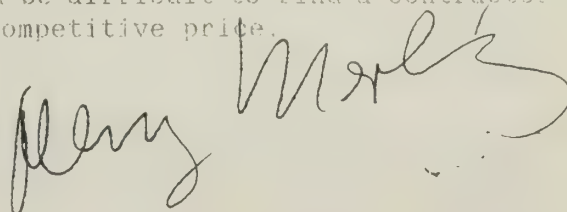
As this work is to be completed before the site can be occupied, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND:

The contractor recommended is already on the site completing the major portion of this project, and it will simplify the warranty work by using one contractor. Public Works Department have indicated that they do not have the staff to do this work themselves and it would be difficult to find a contractor during the busiest time of year to give a competitive price.



FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: -----
COMM FILE:
DEPT FILE: T17-9-89

SUBJECT: PURCHASE OF MULTI-CONDUCTOR TRAFFIC CABLE, TRAFFIC DEPARTMENT

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Multi-Conductor Traffic Cable as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Wesco, Hamilton

#9 Conductor Cable - \$2.47 per meter
Provincial sales tax extra at 8%

Shawflex Inc., Rexdale

#14 Conductor Cable - \$3.43 per meter

#7 Conductor Cable - \$2.05 per meter
Provincial sales tax extra at 8%

NOTE: Lowest of five (5) tenders received. Funds provided in Signal Materials Account #CH56152 75999.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: - Tender Analysis - Price per metre
- # 9 Conductor Cable Estimated annual usage 6,000 meters

Wesco, Hamilton	\$2.47
Shawflex Inc., Rexdale	2.52
Nedco, Hamilton	2.55
Canada Wire & Cable Ltd., Toronto	2.599
Ellis & Howard Ltd., Hamilton	2.60

- #14 Conductor Cable Estimated annual usage 21,000 metres

Shawflex Inc., Rexdale	\$3.43
Wesco, Hamilton	3.56
Nedco, Hamilton	3.67
Ellis & Howard Ltd., Hamilton	3.74
Canada Wire & Cable Ltd., Toronto	3.741

- #7 Conductor Cable Estimated annual usage 2,400 metres

Shawflex Inc., Rexdale	\$2.05
Wesco, Hamilton	2.18
Nedco, Hamilton	2.25
Canada Wire & Cable Ltd., Toronto	2.295
Ellis & Howard Ltd., Hamilton	2.30

Provincial sales tax extra at 8%

FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 August 3
COMM FILE:
DEPT FILE: T17-5-89

SUBJECT: SUPPLY AND DELIVERY OF TRAFFIC PAINT, TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to Ibis Products Limited, Scarborough for the supply and delivery of Traffic Paint as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

White/Yellow Non-Coning in 205 L containers	\$1.75 per litre
White/Yellow Coning in 20 L containers	1.89 per litre
Provincial sales tax extra at 8%	

NOTE: Lowest of three (3) tenders received. Funds provided in Various Traffic Paint, Pavement Marking Materials Accounts.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

	White/Yellow Paint	
	<u>205 L Non-Coning</u>	<u>20 L Coning</u>
Ibis Products Limited, Scarborough	\$1.75/L	\$1.89/L
Niagara Paint & Chemical, Hamilton	1.78	2.01
Bapco, Concord	No Bid	2.16
Provincial sales tax extra at 8%		

FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 August 3
COMM FILE:
DEPT FILE: T17-10-89

SUBJECT: SUPPLY AND DELIVERY OF TRAFFIC POLES AND SIGNAL ARMS, TRAFFIC
DEPARTMENT

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Traffic Poles and Signal Arms as and when required during 1989 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

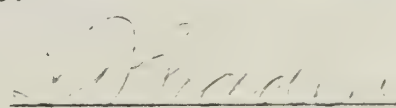
Wesco, Hamilton
See attached A

Sentinel Pole, Downsview
See attached B

Ellis & Howard Ltd., Hamilton
See attached C

Provincial sales tax extra at 8%

NOTE: Lowest of four (4) tenders received. Funds provided in Signal Materials Account CH56152 75999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: See attached

Ref: T17-10-89

July 6. 1989

TENDER ANALYSIS

TRAFFIC POLES

	1- 4SMA 4'	10- 6SMA 6'	8- 8SMA 8'	1- 10SMA 10'	1- 12SMA 12'	1- 15SMA 15'	1- 18SMA 18'
Nedco. Hamilton	76.85	88.30	100.00	122.60	143.35	243.00	344.40
Sentinel Pole. Downsview	80.00	89.00	99.00	125.00	145.00	240.00	340.00
Ellis & Howard Ltd.. Hamilton	72.25	83.50	94.75	115.25	134.75	228.50	323.75
Wesco. Hamilton	48.75	55.59	70.28	95.88	106.05	186.55	270.35

A

	1- TR4SMA67	12- TR6SMA67	10- TR8SMA67	12- TR10SMA67	10- TR12SMA67	10- TR15SMA67
Nedco	193.90	200.00	207.45	234.00	255.25	351.00
Sentinel Pole	195.00	195.00	205.00	235.00	255.00	345.00
Ellis & Howard	182.25	193.50	204.75	230.25	249.75	343.50
Wesco	179.62	186.49	201.16	263.89	273.89	354.39

C

	3- TR18SMA78	2- TR20SMA67
Nedco	452.00	478.75
Sentinel Pole	450.00	470.00
Ellis & Howard	433.75	485.25
Wesco	470.54	500.87

B

TENDER ANALYSIS - TRAFFIC POLES

- 2 -

	10- TW4SMA81	10- TW6SMA81	10- TW8SMA81	10- TW10SMA81	10- TW12SMA81	6- R 4/6/8 67	6- R 10/12/15/ 67
Nedco	159.50	170.25	183.00	210.60	228.70	117.00	122.35
Sentinel Pole	160.00	170.00	180.00	205.00	225.00	120.00	130.00
Ellis & Howard Ltd.	152.25	161.25	175.50	201.00	219.75	119.55	125.00
Wesco	151.13	157.99	172.68	235.25	245.41	130.87	167.85

	6- W 4/6/8/ 81	6- W 10/12/15 81	6- R 4/6/8 1012	6- R 10/12/15 1012	6- R 18/20/22 1012
Nedco	106.40	111.70	138.30	143.60	159.50
Sentinel Pole	110.00	115.00	145.00	150.00	160.00
Ellis & Howard Ltd.	108.70	114.15	141.30	146.75	163.05
Wesco	102.40	139.35	130.39	167.85	200.18

TENDER ANALYSIS - TRAFFIC POLES

- 3 -

	10- TP10819-H-AB	50- TP8619 AB	10- TP6415 AB	10- TP6412 AB	6- TP6408 AB
Nedco	1090.00	558.50	361.70	324.50	265.95
Sentinel Pole	1025.00	519.00	325.00	280.00	220.00
Ellis & Howard	1089.00	599.00	355.00	313.00	265.00
Wesco	892.12	533.25	333.43	291.85	231.18

UNABLE TO BID - Canada Wire & Cable Ltd.
 Gerrie Electric Wholesale Ltd.
 Phillips Cable
 Duro-Test Canada
 Shawflex Inc.
 Mills Lighthouse
 Acklands Ltd.

OFFICIALS IN ATTENDANCE - D., Agostino, Alderman
 E. A. Simpson, City Clerk
 T. Bradley, Manager of Purchasing

FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

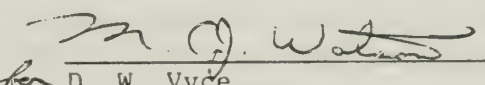
FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 July 20
COMM FILE:
DEPT FILE: 10.1.96
(4509)

SUBJECT: Easement Agreement - 85 Christopher Drive
- Charles Gillis and Gayle Gillis -

RECOMMENDATION:

That the City Solicitor be directed to take the necessary action under By-law 80-245, Respecting Land Drainage regarding the removal of an obstruction in the watercourse running along the easterly limit of the property at 85 Christopher Drive, owned by Charles Gillis and Gayle Gillis.


for D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

This would depend on the outcome of enforcement under the By-law. The costs incurred to remove the obstruction, estimated to be \$10,000.00, could be charged to the property owner on their taxes, through Section 10 of the By-law.

BACKGROUND:

Some years ago, the property owner of 85 Christopher Drive installed a culvert (without a permit) to drain a natural watercourse through his property. The culvert is not able to take the drainage that is developing through the branch of this system and therefore must be rebuilt.

On September 30, 1986, City Council adopted Item 34 of the 16th Report of the Transport and Environment Committee authorizing the Director of Real Estate to negotiate an easement for open channel and culvert purposes across 85 Christopher Drive.

Negotiations have been ongoing since that time, but we have been unable to negotiate an agreement with these owners.

As can be noted, the Council resolution authorized an open channel but the property owners did not agree to this as in their opinion the stream was foul and had sewage in it.

As part of our negotiations, we agreed to recommend the construction of a concrete box culvert and associated works through their property, which would have been constructed by the Region at an estimated cost of \$200,000.00.

Compensation was offered as follows:

Market Value of Easement.....	\$ 1.00
Owners' Costs.....	\$2,000.00
Legal Fees.....	\$ <u>300.00</u>

TOTAL COMPENSATION **\$2,301.00**

Further conditions as outlined below were built into the easement agreement to satisfy the owners' concerns.

The Region warrants that:

- (a) if construction on the Easement being granted is commenced prior to June 15, 1988 that such construction will be completed on or before that date and that all the Undertakings to be granted by the Region in Schedule "A" hereto shall have been satisfied. If such construction and the said Undertakings are not completed or satisfied on or before June 15, 1988 then the Owner shall be entitled to liquidated damages in the amount of Fifty (\$50.00) Dollars per day for each day thereafter up to and including the day on which the construction has been completed and the said Undertakings have been satisfied; or
- (b) if construction on the Easement being granted is commenced subsequent to September 5, 1988 that such construction will be completed on or before May 30th, 1989 and that all Undertakings to be granted by the Region in Schedule "A" hereto shall have been satisfied. If such construction and the said Undertakings are not completed or satisfied on or before May 30th, 1989 then the Owner shall be entitled to liquidated damages in the amount of Seventy-five (\$75.00) Dollars per day for each day thereafter up to and including the day on which the construction has been completed and the said Undertakings have been satisfied;
- (c) no construction shall be commenced during the period commencing June 1, 1988 and ending September 4, 1988. and
- (d) regardless of when the initial construction is commenced all construction and the satisfaction of the said Undertakings shall be completed on or before June 30, 1989, unless the Region is prevented by other parties from so doing.

20 July 1989

Transport & Environment Committee

Page 3

These Conditions were agreed to, to allow the property at 85 Christopher Drive to be enjoyed by the Owners through the summer months. Compensation would be paid on a daily basis if the construction exceeded the dates set out in the agreement.

Schedule "A"

Prior to the performance of any construction or any other activity by the Region with respect to the Easement the Region shall:

1. (a) pay for the dismantling and storage of the Owners' above ground swimming pool on the premises (including transportation costs, if any);

(b) pay for the costs of dismantling the existing deck and storing of same (including travelling costs if any). The owners have the right to hire their own dismantler provided that the costs for services charged by any such dismantler is not unreasonable under the circumstances;

(c) temporarily transplant the three (3) Spruce and three (3) Crimson King Trees at a place on the premises at the discretion of the Owners but not on the Easement being granted;

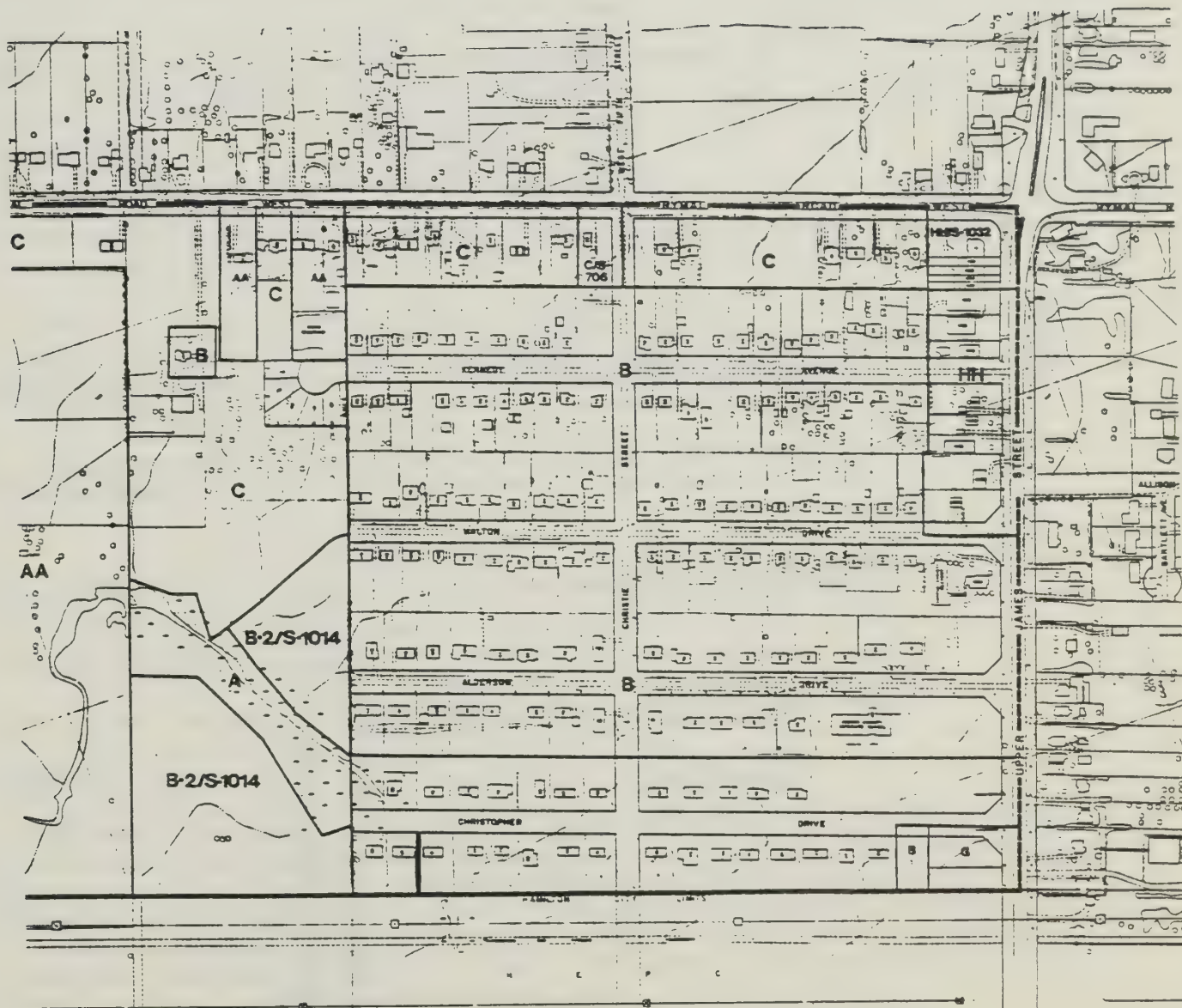
(d) pay for the removal and storage of the chain link fence (including transportation costs, if any) on the most easterly boundary of the Owners' premises and the Region consents to the performance of such removal and storage by Caron Fence.
2. Construct a concrete box storm drainage sewer within the Easement as an extension of an existing culvert crossing Christopher Drive, said sewer to be designed to discharge beyond the property Owners' southerly limits.
3. Construct the sewer without affect to the garage structure and septic holding tank flanking thereby.

Upon completion of the aforesaid works, the Region shall, at no expense to the Owner:

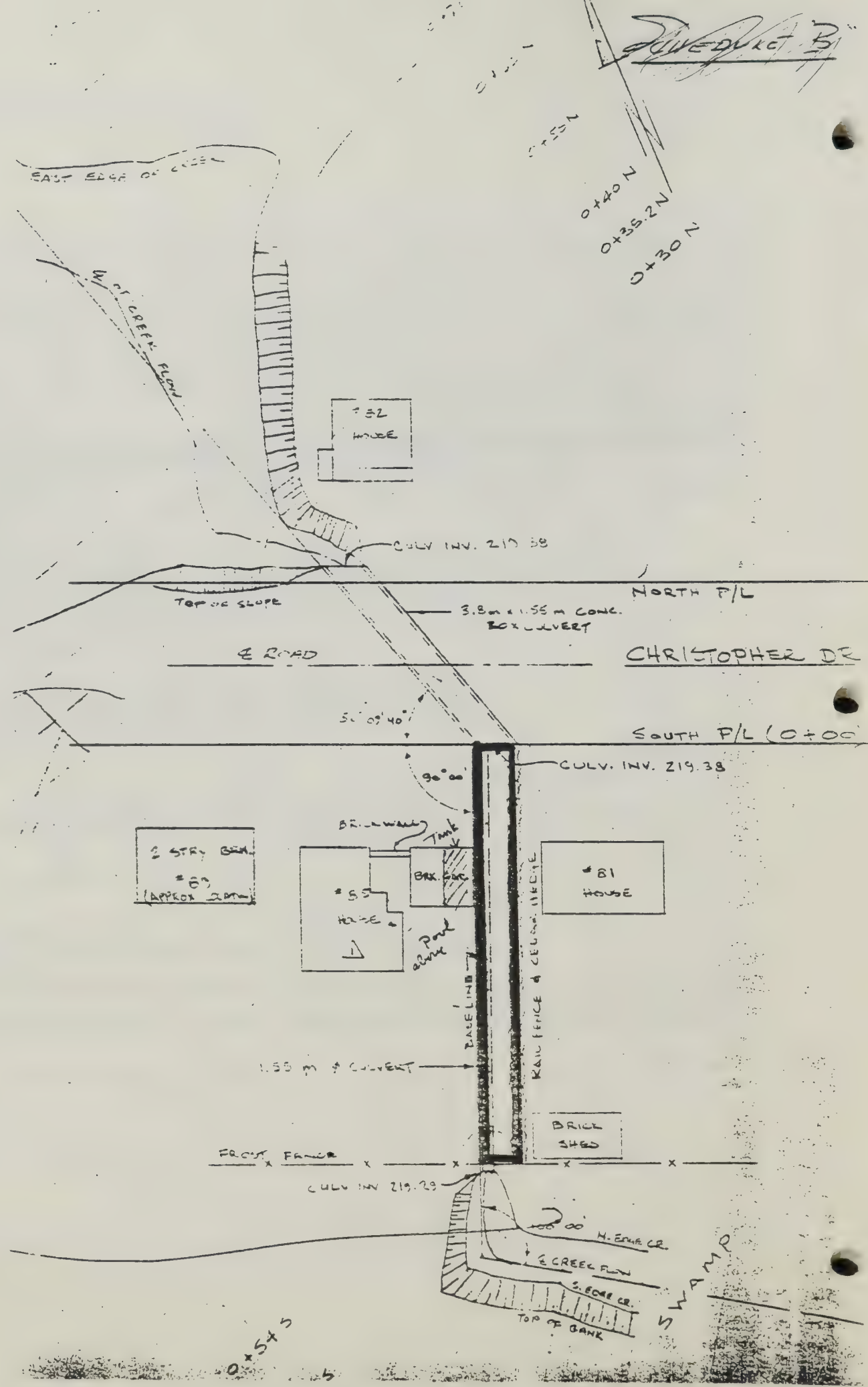
- (a) grade and sod over the entire Easement area and should the owner desire only part or parts of the entire Easement area to be graded or sodded, or, in particular, should the Owner desire that the culvert be exposed or unsodded, the Region shall satisfy and comply with such a desire or desires;
- (b) restore the adjacent yards that are affected by the construction activity to their former state and in particular:

It is our opinion that we have been more than fair in our negotiations with the property owners, but our efforts have been frustrated by their decision not to accept our offer. We are therefore recommending that the necessary action be taken to remove the obstruction under By-law 80-245, to allow the drainage developing through this branch to flow freely. The owners of 82 Christopher Drive, 111 and 117 Alderson Avenue will not enter into easement agreements through their properties until this obstruction is removed.

- c.c. - Alderman D. Ross
- Alderman T. Murray
- Mr. K.A. Rouff, City Solicitor Attention: Mr. P. Barkwell
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor
- Mr. K. Brenner, Regional Engineering



WEDUKE B



FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 July 25
COMM FILE:
DEPT FILE: (4609)

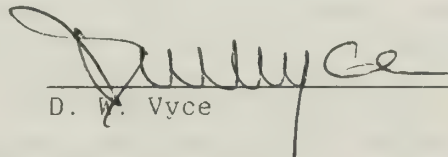
SUBJECT: Lease of City Lands at Britannia Avenue and
Oriole Crescent to Roxborough Centre -

RECOMMENDATION:

- (a) That 7,600 square feet, more or less, of City lands at Britannia Avenue and Oriole Crescent be leased to the Roxborough Centre for driveway purposes commencing August 1, 1989.

Note: The lease will be for a period of one (1) year automatically renewed each year providing the property is not required for municipal purposes. The rental will be \$1.00 per year plus taxes which are estimated at \$700.00 for 1989.

- (b) That the City Solicitor be authorized to prepare the necessary lease agreement.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Revenue to be credited to Civic Properties Account # CH 44101 31106.

BACKGROUND:

The Roxborough Centre is a multi-service neighbourhood resource centre offering a variety of community services. We have enclosed an information letter which gives more detail on this organization's function. The centre has requested the opportunity to lease lands at Britannia Avenue and Oriole Crescent to enable them to construct a driveway to a proposed parking area as shown on the attached plan. The Regional Engineering and City Traffic Department have no objections to leasing this land for driveway purposes.

Attach.

- c.c. - Alderman D. Christopherson
- Mr. K.A. Rouff, City Solicitor
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. R. Meiers (File T102-02)
- Mr. M. Main, Director of Traffic Services - Attn: Mr. T. Arnold
- Ms. N. Walsh, Director of Social Planning & Development

ROXBOROUGH CENTRE

Multi Service Community Resource Centre

16 EASTWOOD STREET, HAMILTON, ONTARIO L8N6R6, TELEPHONE (416) 545-0565

Property Department
Real Estate Division

April 6, 1989

Date *Apr. 6/89*

Mr. James G. Skelton
Property Rental Officer
Real Estate Division
City Hall
71 Main Street West
HAMILTON, ONTARIO
L8N 3T4

File No.	Inf.	Act
Director		
Manager		
Chief Appraiser		
Asst. Appr. Div.		
Prop. Maint. Div.		
<i>J. Skelton</i>		
Secretary		

Dear Mr. Skelton:

RE: LEASE OF CITY LANDS AT
BRITANNIA AVENUE & ORIOLE CRESCENT

We are pleased to offer the following information relating to the proposed lease of city lands by Roxborough Centre.

Roxborough Centre is a multi-service neighbourhood resource centre which offers a variety of social services to the local community including emergency food and clothing, informational and referral counselling, literacy, social support day programs for single parents and their children, activation and recreation programs for seniors. The programs operate out of Roxborough Park Presbyterian Church and Manor and St. Helen's Separate School. Extensive renovations were made to the facilities approximately 3 years ago using funds from the Ontario Neighbourhood Improvement Program and under that program, legal agreements to which the City of Hamilton is a party are currently in place.

The property to be leased is adjacent to St. Helen's School which accommodates the activation and recreation/culture programs for senior citizens. We have full use of 2 classrooms in the school which have been renovated to meet our requirements and occasional access to a third classroom and the gymnasium area. This space is provided rent-free by the Separate School Board. The programs operate 5 days per week and some evenings. Currently 69 seniors attend the activation program and 72 participate in the recreation program. Most in the activation program are transported by D.A.R.T.S. and by taxi, and thus the need for the easier and more direct access to the facilities.

Roxborough Centre is a charitable organization (Registration No. 0093526-37-14) and we are dependent on United Way, Church and private donations for our funding in addition to that provided by the Ministry of Community and Social Services. We would kindly ask that you take this into consideration in your review of the lease requirements.

Thank you for your assistance.

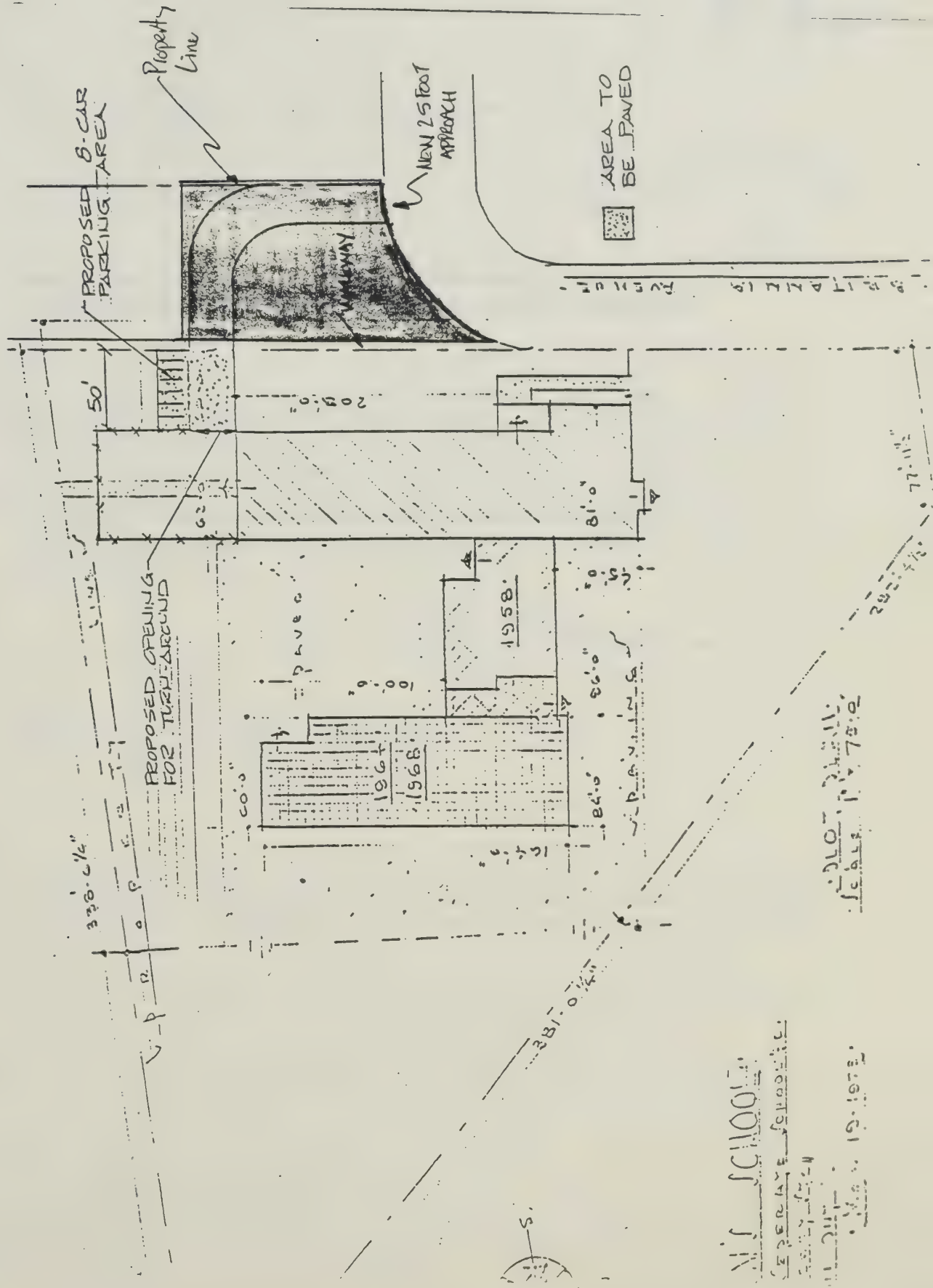
Sincerely yours

Michael C. Meyer

Michael C. Meyer
Chairman

c.c. David Christopherson, Alderman

527-3823



W. SCHOOL

EXERCISES

1968

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1968

1968

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

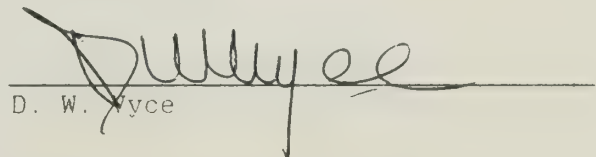
FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 August 3
COMM FILE:
DEPT FILE: 10.1.100
(4506)

SUBJECT: Rybak Expropriation - Part of 163 Centennial
Parkway North - Agreement By Owner to Accept Compensation

RECOMMENDATION:

That approval be given to the "Agreement By Owner to Accept Compensation", executed by Peter Rybak on May 16th, 1989, whereby the owner has agreed to accept the sum of \$31,800.00 from the City of Hamilton as full payment and final settlement of compensation for all interests in that part of the real property known as 163 Centennial Parkway North and which is shown on Expropriation Plan RA-H-380, registered on the 3rd day of February, 1988 as Instrument No. 445070 CD.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

On January 26, 1988, City Council approved a by-law to expropriate a 20.11 metre by 49.04 metre portion of the Rybak lands at 163 Centennial Parkway North to extend the Village Drive road allowance in accordance with the approved Kentley Neighbourhood Plan.

City Council approved the Official Offer of \$31,000.00 on June 26, 1988 and possession of the lands by the City was obtained on October 20th, 1988.

The Agreement by Owner to Accept Compensation signed by Peter Rybak represents the full and final settlement of all compensation relating to this expropriation.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor

FOR ACTION

12.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 August 10
COMM FILE:
DEPT FILE: 89-6075S

SUBJECT: Street Tree Policy

RECOMMENDATION:

- (a) That street trees include not only those trees entirely on the road allowance but also those trees even partially on the road allowance.
- (b) That the Sewer-Street Tree Policy approved by City Council on June 24, 1988 be amended to improve the understanding of the by-law by replacing

In the first paragraph: "the City shall authorize the homeowner to call a municipality selected" with

"it will be the homeowner's responsibility to call a"

in the fourth paragraph: "the replacement of the sewer" with

"that portion of the sewer line affected by tree roots"

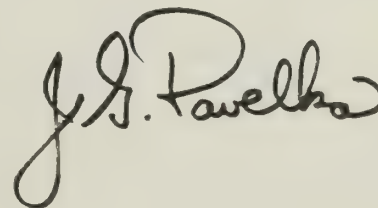
and in the fifth paragraph, adding after:

"the replacement of the sewer" the phrase

"line affected by tree roots"

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A



BACKGROUND:

Since the introduction of the Sewer-Street Tree Policy, some trees have been discovered to straddle to the property line, partly on the road allowance and partly on the adjacent private property.

Whenever this occurs, a survey is ordered to locate the property line accurately and determine how much of the tree is on road allowance and how much of the tree is on private property.

51

When the survey results confirm that a tree is 51% or greater on private property, staff's position has been to conclude that the tree is a private tree because it is predominately on private property. Accordingly there is no cost sharing arrangements as the City does not involve itself with trees on private property.

Despite this, even if the tree is predominately on private property and the tree branches are interfering with aerial hydro lines, the City's forestry crews trim those branches in the vicinity of the aerial hydro lines to protect the hydro lines. In these cases, where the City has actually undertaken work on such trees, it is perceived by the homeowner and the public that the tree is a municipal tree despite the fact that most of it may be on private property.

This has happened occasionally, not frequently but enough times that it has created time delays while the survey was being scheduled and then poor relations with the adjoining neighbour when it was confirmed that it was a private tree because it was predominately on private property and therefore the City can't participate or work on the tree.

SUMMARY

To expedite work by requiring fewer surveys and to promote better relations with adjacent property owners where trees straddle the property line, it is being recommended that street trees include those trees even partially on the road allowance.

Furthermore, to improve the understanding of the by-law, a few changes based on the practical implementation of the by-law are being recommended as outlined on the attached.

JGP/mc
Attachment

cc J. Pook, Horticulturist

M. MacKinnon, General Foreman Forestry



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

DEPARTMENT OF PUBLIC WORKS

SEWER - STREET TREE POLICY

When the City receives complaints from a property owner regarding City tree roots damaging the property owner's sewer, (the City shall authorize the homeowner to call a municipality selected Sewer Contractor to clean-out the resident's sewer. The Sewer Contractor will advise the resident and the City, by way of a signed affidavit, of the exact cause of the blockage.

"it will be the homeowner's responsibility to call a"

If it is determined that the sewer blockage was caused by the roots of a City tree, the City will assume 100% of the cost of the clean-out.

If it is determined that the sewer blockage was not caused by the roots of a City tree, the total cost for the clean-out will be assumed by the homeowner.

If a sewer clean-out is required twice or more in one year, as the result of City tree roots, the Director of Public Works will discuss the situation with the homeowner and a decision will be made to cost share either the removal of the tree or (the replacement of the sewer). The replacement sewer line will be constructed of suitable material or relocated in an area where it will not be affected by roots.

"that portion of the sewer line affected by tree roots"

If a tree is of an endangered species or historic, a decision will be made by the Director of Public Works to either continue a scheduled clean-out or to cost share the replacement of the sewer. The replacement sewer line will be constructed of suitable material or relocated in an area where it will not be affected by roots.

"line affected by tree roots"

APPROVED BY CITY COUNCIL - JUNE 24, 1986

FOR ACTION

13.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

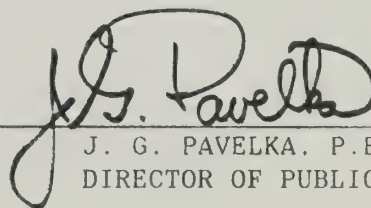
FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 89-1040A

SUBJECT: Colour Change For City's Fleet

RECOMMENDATION:

That the colour of the City's Fleet (equipment) change from the yellow and black to manufacturers white with decaling utilizing the logo and green and blue from the City of Hamilton's flag.



J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

(a) By changing to manufacturers white the City would save:

- i) \$500.00 to \$1,200.00 per vehicle
- ii) 3 to 10 days in delivery time
- iii) a possible reduction in repairs to existing vehicles
- iv) a possible increase in trade-in value or direct sale of retired vehicles

(b) The decals for application would be obtained at less than \$40.00 per vehicle with application time by Fleet Services staff, depending on the vehicle, from 1/2 hour to a maximum of 2 hours.

Continued.....

BACKGROUND:

When questioned, the City's present vehicle and equipment suppliers confirmed:

1. that the present yellow used on City vehicles along with the black is a specially mixed yellow which creates a premium as well as a time delay for City-owned equipment and vehicles.
2. that the City could save between \$500.00 and \$1,200.00 per vehicle as well as 3 to 10 days in delivery time.
3. that the City will most likely also receive more funds when the equipment is traded or sold, if the vehicles were white, because white is more of a neutral colour than the yellow.

A light colour has greater reflective qualities and is therefore more visible. The colour white reflects 81% of the light it receives, while yellow reflects only 57% of received light. This data is provided by the National Safety Council. Among other benefits, it is acknowledged that a light coloured vehicle can be seen from a distance two to four times greater than in the case of a darker coloured vehicle. A conducted study concluded that lighter coloured vehicles contributed to a 50% reduction in accidents. A reflective identification stripe also added to the increased visibility of the vehicle, aiding in accident reduction. Winter conditions would not present a safety problem again based on previous testing.

The decals for the vehicles would be a reflective material utilizing the design and colours from the City Flag. The blue would start on the rear of the front fender, the green on the front door with 3 inch letters for HAMILTON cut into the decal, and where possible, the green would continue down the side of the vehicle. the blue and green strip is 6 inches wide. The present vehicle numbering system would also be utilized.

The decals for the non-licensed equipment would be a reflective one-piece 5" x 12" adhesive backed decal applied to the equipment replacing the presently used City Crest.

JGP:GTK:jh
Attch.

c.c. L. Sage, Chief Administrative Officer
c.c. M. Main, Director of Traffic Services
c.c. E. C. Matthews, Treasurer
c.c. D. W. Vyce, Director of Property
c.c. R. Sugden, Director of Culture & Recreation

14.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 8 AUGUST 1989
COMM FILE:
DEPT FILE: E308-02C

SUBJECT:

Rondar Inc. Decontamination of PCBs

RECOMMENDATION:

The local Approvals Branch of the Ministry of the Environment be informed that:

- (i) The City of Hamilton has no objection to Rondar Inc. carrying out PCB decontamination of transformer oil contained in nineteen 45-gallon drums at its 333 Centennial Parkway North facilities in Hamilton provided that all environmental safeguards normally associated with this activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (ii) No specific City of Hamilton or Regional permits are required for the work proposed by Rondar Inc.
- (iii) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

G.S. Spencer, P. Eng.

G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

N/A

BACKGROUND:

Rondar Inc. has made application to the Ministry of Environment (MOE) for site approval to carry out the decontamination of transformer oil containing PCBs at Rondar Inc.'s facility located at 333 Centennial Parkway North in Hamilton.

Cont'd....

-page 2-
August 8, 1989

Rondar Inc. Decontamination of PCBs

Cont'd...

The application by Rondar Inc. to the MOE covers the destruction of PCBs contained in nineteen 45-gallon drums. The drums collectively contain 1000 litres of transformer oil ranging in PCB concentration between 61-10,000 parts per million (ppm).

Although the transformer oil originated from Ontario Hydro, Rondar Inc. has assumed full ownership and responsibility for the material which is presently stored at Rondar Inc.'s MOE approved PCB Storage Facility.

Rondar Inc. and the PCB destruction technology used by this company have been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPO). The oil is circulated through the process until it contains a non-detectable level of PCBs (less than 2 ppm). (Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB wastes).

The cleansed oil will be pumped into a storage tank for pick up by Breslube, a MOE licensed company in Breslau, Ontario. The oil will be received and processed by Can-Am Oil Services.

The work proposed by Rondar Inc. is fully detailed in its site application for Certificate of Approval Submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The PCB decontamination process will be carried out entirely on Rondar Inc. property which is located in an industrial district.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

Rondar Inc. officials will schedule the work to be carried out a period of two consecutive days once MOE approval is granted.

EG/md

F O R A C T I O N

15.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 11 August 1989
COMM FILE: 3-15.1
DEPT. FILE: RHW-89-49(BR)
ID# 0043

SUBJECT:

Request for Additional Funds,
Mountain Park Avenue Bridge Reconstruction.

RECOMMENDATIONS

- a) That an additional amount of \$14,000 be approved for the reconstruction of the Mountain Park Avenue Bridge over the Sherman Cut.
- b) That the additional amount be provided from Accounts CH 57410-52015, CH 55318-52025 and CH 56325-52045.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendations

BACKGROUND

The 1989 Current Budget includes an amount of \$170,000 for Annual Bridge Maintenance, of which \$4,000 has been expended.

Three tenders have been received and the low bid is \$167,550.00. Once an allowance for overhead is included, the amount required for this project is \$179,300.00. Therefore approximately \$14,000.00 is required.

RPM:bl

cc: J. Hudoba, Engineering Department
cc: E.C. Matthews, City Treasurer

16.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: August 14, 1989
COMM FILE: 3-11.6
DEPT FILE: T103-54
ID#0245

SUBJECT:

Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road.

RECOMMENDATIONS:

- a) That in the event the owners of 51 Lynwood Road do not remove the timber tie retaining wall encroaching on the public walkway between Lynwood Road and Farmer Court or repair the retaining wall and enter into an encroachment agreement within thirty days upon receiving notice to do so, then the Director of Public Works be authorized and directed to remove the encroachment from the public walkway.
- b) That all costs associated with the work be recovered as taxes to the property.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The estimate of cost to remove the existing retaining wall and replace it with a stone wall is \$3,000.00.

Cont'd...

Page 2
August 14, 1989

TRANSPORT AND ENVIRONMENT COMMITTEE

Cont'd...

BACKGROUND:

On May 19, 1989 a registered letter was sent to Mr. and Mrs. W. Chontos, 51 Lynwood Road, requesting them to remove the timber tie retaining wall which is encroaching on the public walkway adjacent to their home. The retaining wall is in need of repair and may present a hazard to pedestrians. The location of the walkway is shown on the attached plan. The walkway is shown as Block A, Plan M-159. Block A was dedicated to the City by the Developer of the Chedoke Farm (Phase 4) on April 30, 1975 as a walkway. A walkway was constructed on Block A during 1976. The City or Region did not build or have the retaining wall built. It appears that the original owners of 51 Lynwood Road may have built the retaining wall to increase the size of their driveway and backyard area.

The current owners are not willing to repair the wall or remove it from the walkway since they did not construct it. However, the City Solicitor has advised that this argument is irrelevant since they are maintaining or permitting the encroachment on the walkway. Under Section 9 of the City Streets By-Law 9329, the owner cannot maintain or permit the erection or maintenance of an encroachment on a highway. If they are not maintaining or permitting the encroachment to remain, they would have removed the encroachment.

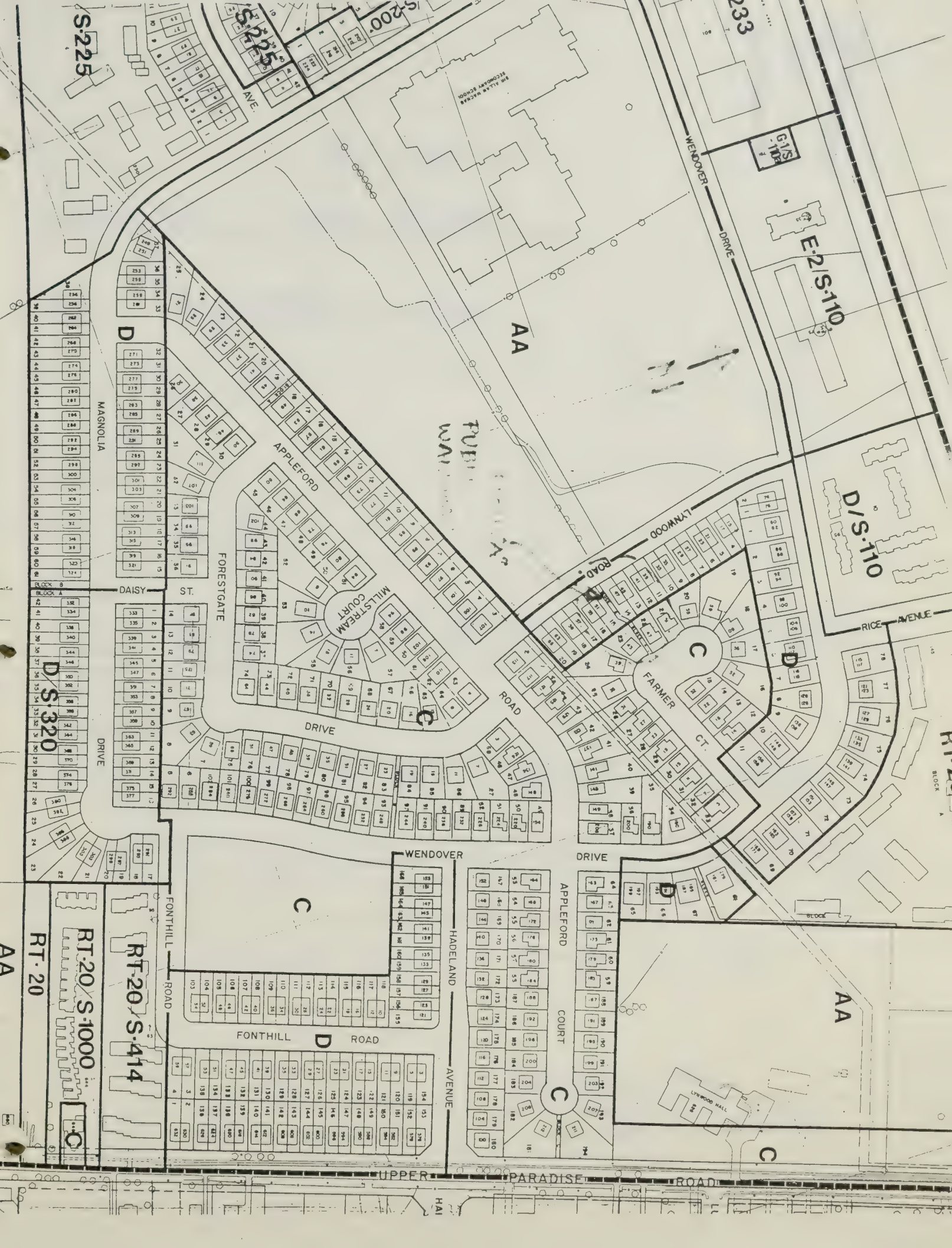
Since the City may be liable as owner of Block A if someone is injured by tripping over the retaining wall, the encroachment should be repaired and legalized by an agreement or removed from the walkway.

RPM:cr
attach.

cc: L. E. Farr
City Solicitor's Department
Your file 1-4.0(c)
60-10/89.2

cc: J. G. Pavelka
Director
Public Works Department

cc: E. C. Matthews
City Treasurer



17.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: July 25, 1989
COMM FILE:
DEPT FILE: T103-09
ID#0350 T103-40

SUBJECT:

Assumption of Alley
First North of Barton St. E.
Wellington St. Westerly

ORIGIN:

Cliffwood Investment Corporation, the owners of the proposed medical complex on the west side of Wellington St. N. have requested the City to assume an abutting alley so as to guarantee access to their development.

RECOMMENDATION:

- a) That the City Solicitor be directed to prepare a By-Law to establish and open the alley first north of Barton Street from Wellington Street to 187.96 feet westerly as a public highway.
- b) That Cliffwood Investment Corporation be permitted to construct at its expense concrete pavement and any necessary drainage works upon the alley to the specifications of the Commissioner of Engineering.
- c) That this alley be operated one-way easterly.
- d) That the City Traffic By-Law 89-72 be amended accordingly.

G. S. Spencer, P. Eng.

G. S. Spencer
Commissioner of Engineering

Cont'd...

Page 2
July 25, 1989

Transport and Environment Committee

Cont'd...

ANALYSIS:

Cliffwood Investment Corporation has proposed the modification of the existing building at 293 Wellington Street North (formerly owned by Stelco) to allow it to be operated as a medical complex.

Because the site has limited access to the street system for vehicular parking, it is necessary to use a public unassumed alley abutting the south limit of the property to provide access to rear of the building.

The plans have been approved under site plan control provided the alley is assumed by the City in order to prevent obstruction of traffic, and is designated as one-way east-bound to provide an orderly on-site traffic flow.

Because the designation of the alley as one-way east-bound would restrict access to the abutting properties, Clifford Investment Corporation is prepared to grant a right-of-way over its property to Barton St. in favour of the abutting properties so as to provide both ingress and egress to these properties if requested.

GA:cr

F O R A C T I O N

18.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

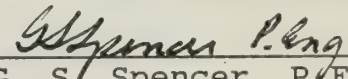
DATE: 1989 August 8
COMM FILE: 3.11.9.3
DEPT FILE: T103-03(235)
ID#1623(53)

SUBJECT

Proposed road allowance closure of Augusta Street from
Walnut Street South easterly to C.P.R. Tracks.

RECOMMENDATIONS

- a) That the City Solicitor be directed to prepare a By-Law for the stopping-up, closing and retaining of the road allowance of Augusta Street from Walnut Street South easterly to the C.P.R. tracks.
- b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.
- c) That the Regional Surveyor, on behalf of the City, prepare and register a reference plan under the Registry Act to delineate the manner in which the closed portion is to be included in the proposed City parks.
- d) That the City of Hamilton provide a 2m easement for Hamilton Hydro-Electric System for their hydro pole and anchor.
- e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act.


G. S. Spencer, P. Eng.
Commissioner of Engineering

Cont'd...

- page 2 -
August 8, 1989

**Proposed Road Allowance Closure of Augusta Street from Walnut Street
South easterly to C.P.R. Tracks.**

Cont'd...

ORIGIN

We have received a request from the City of Hamilton Community Development Department, to close the subject road allowance as shown on the attached drawing for park and recreation purposes.

BACKGROUND

The portion of Augusta Street road allowance in question forms part of Registered Plan Number 48. The subject closure is in the block bounded by Walnut Street South, Young Street, Hunter Street East, and Ferguson Avenue South.

It appears that the road allowance was used primarily as an entrance to the lands to the south at one time, but that land is now owner by the City. The street is paved and provides non-metered parking for vehicles in the general vicinity.

ANALYSIS

Notices of of closure have been circulated to affected municipal departments and public utilities, and no objections to this request were received. Hamilton Hydro-Electric System requires an easement.

Circularization results to the abutting owners were as follows - no response from the 5 area owners or occupants circulated.

City Council has designated this area as part of a Priority 1 Park and the Community Development Department is following Council direction in establishing the park.

Cont'd...

- page 3 -

August 8, 1989

Proposed Road Allowance Closure of Augusta Street from Street South easterly to C.P.R. Tracks.

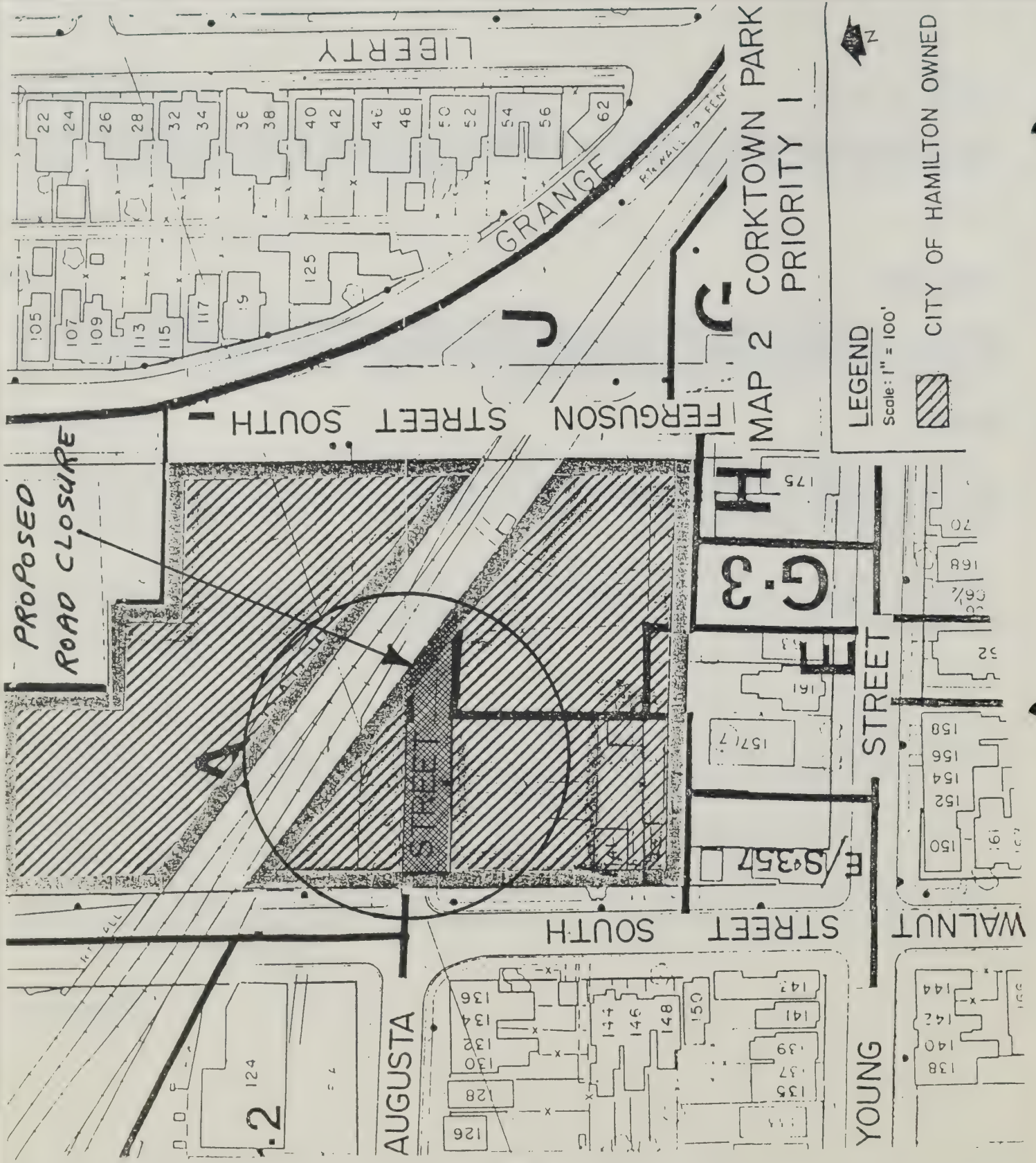
Cont'd...

CONCLUSION

Due to the fact that the City has designated the subject road allowance as part of the Priority I Park and no objections have been received, staff are in favour of this closure.

JKC:ms

cc: L. Lawrence, City Solicitor's Office
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch



LEGEND
 Scale: 1" = 100'
 CITY OF HAMILTON OWNED

PROPOSED CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
 DEPARTMENT OF ENGINEERING

<p>LEGEND</p> <p> PROPOSED ROAD CLOSURE</p>	
<p>* THIS IS NOT A PLAN OF SURVEY</p>	
<p>SCALE</p> <p>N. T. S.</p>	<p>FILE NO.</p> <p>T103-03(235)</p>
<p>NORTH</p>	

F O R A C T I O N

19.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 July 12
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(2)
ID#0227(64)

SUBJECT

Temporary Road Closure
Hess Village Bicycle Race
Sunday, August 13, 1989

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing the application of Mr. T. Farrar, agent for a Tour de Canada Cycle Race in Hamilton on Sunday, August 13, 1989 from 2:00 p.m. to 4:00 p.m. and temporarily close the following streets:

- George Street, from Pearl Street to Hess Street, and
- Hess Street South, from Main Street to King Street, and
- Pearl Street North, from King Street to George Street
- Ray Street North, from King Street to George Street

with approval being subject to the following conditions:

- a) That the applicant obtain "Temporary Street Closure Application: approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of Regional Police Department, and at the expense of the organizing group.
- b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road at no cost to the City.
- c) That the applicant proof of \$2,000,000.00 public liability insurance naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.

Continued . . .

-page 2-
1989 July 12

Temporary Road Closure
Hess Village Bicycle Race
Sunday, August 13, 1989

Continued . . .

- d) That the applicant deposit a cheque in the amount of \$300.00 with the Department of Public Works. This deposit is to ensure that the applicant conforms to all of the aforesaid conditions to the satisfaction of the Commissioner of Engineering. The cheque will be returned to the applicant after the event if the above conditions are satisfactorily met.
- e) That the applicant will be responsible for placing a suitably sized ad in the local newspaper advising of the event and work with the Hamilton Street Railway to provide a map showing alternative bus routes at the organization's expense.
- f) That the applicant reimburse the Regional Police, Department of Public Works, and the Hamilton Street Railway for any extra incurred by these agencies.
- g) That no property owner or resident with the barricaded area will be denied access to their property upon request.

be confirmed.

G.S. Spencer

G.S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

The race route includes City of Hamilton roads, George Street, Ray Street, Hess Street, Pearl Street and Regional roads, King Street, Queen Street, and Main Street. A report will be submitted to Regional Council for the use of the Regional roads.

The Hess Village Bicycle Race has been held annually for the last few years along a similar route.

Continued . . .

-page 3-
1989 July 12

Temporary Road Closure
Hess Village Bicycle Race
Sunday August 13, 1989

Continued . . .

The Regional Police Department have reviewed the route of the race, and they indicate that appropriate traffic control and detour routes can be provided for the race.

The request was circularized to the affected departments and the conditions contained in our recommendation, addresses any requirements received from the responding departments.

JKC/KWP:clc

cc: Alderman V. Agro
cc: Alderman Wm. McCulloch
cc: S/Sgt. E. Williams, Regional Police Department
cc: J. Pavelka, Department of Public Works
cc: M. Main, Department of Traffic Services

F O R A C T I O N

20.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 July 20
COMM FILE:
DEPT FILE: T103-37
ID#0227(64)

SUBJECT

Banner Display Application
Festival of Trees - November 30, 1989 to December 4, 1989

RECOMMENDATION

That Hamilton Civic Hospitals Foundation be permitted to display a promotional banner across Main Street West in front of City Hall, from November 30, 1989 to December 4, 1989 with the following message:

"A CHRISTMAS FANTASY" - Festival of Trees
December 1 - 3, 1989, Hamilton Convention Centre

Ted Gill

G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Hamilton Civic Hospitals Foundation requesting permission to erect a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to Committee because the Hamilton Civic Hospitals Foundation has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:clc

F O R A C T I O N

21cas

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1988 July 27
COMM FILE: 3-11.5
DEPT FILE: T103-50(583)
ID#1623(66)

SUBJECT

Inadvertent Encroachment Agreement
317 Cannon Street East

RECOMMENDATIONS

That the application of H. Shaikh, the present owner of 317 Cannon Street East to retain the inadvertent encroachment onto the road allowance of East Avenue consisting of the following:

 a frame garage measuring 3.29m (10.8') x 1.10m (3.6')

 a bay window measuring 1.98m (6.5') x .52m (1.7')

 a chimney measuring 1.68m (5.5') x .06m (0.2')

 a veranda measuring 2.29m (7.5') x .46m (1.5')

be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$105.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer, P. Eng.
G. S. Spencer, P. Eng.
Commissioner of Engineering

Cont'd...

- page 2 -
July 27, 1989

Inadvertent Encroachment Agreement
317 Cannon Street East

Cont'd...

FINANCIAL IMPLICATIONS

See above "recommendation".

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

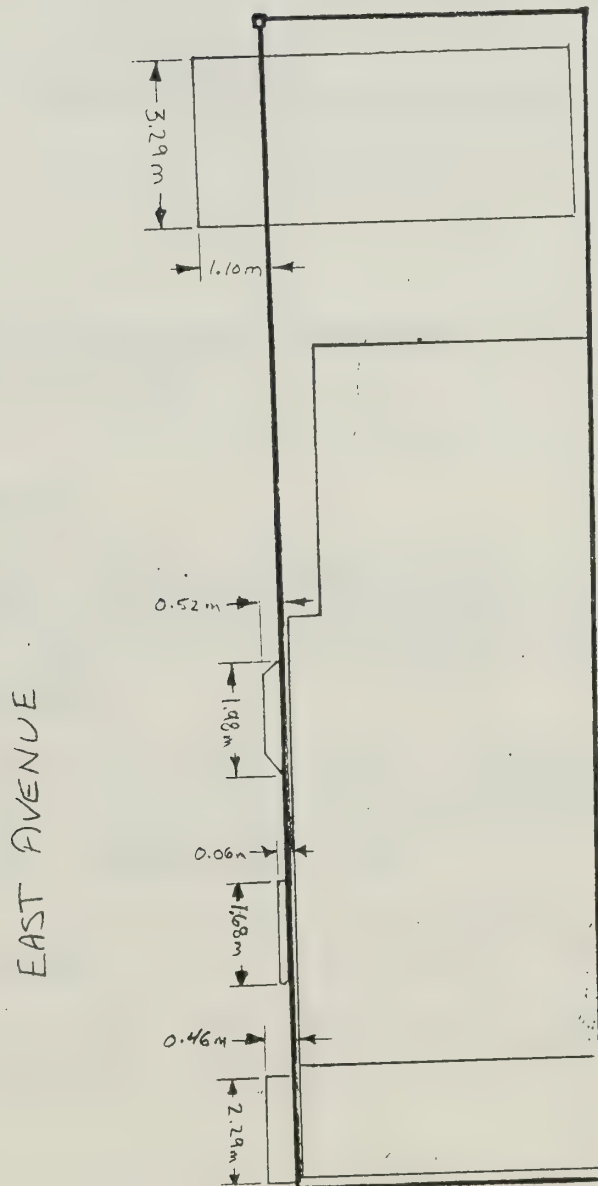
The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:ms

cc: L. Farr, City Solicitor's Department

SCHEDULE "B"



317 CANNON STREET EAST

* NOTE: THIS IS NOT A PLAN OF SURVEY

ID# karen (70)

21(c)(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: July 17, 1989
COMM FILE:
DEPT FILE: T103 50 710
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
171 Herkimer Street

RECOMMENDATION

That the application of Neysa Finnie, Solicitor, on behalf of the present owner of 171 Herkimer Street to retain the inadvertent encroachment consisting of steps measuring 2.13m X .35m and planter measuring .80m X 2.74m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$ 105.00, and subsequent annual fee of \$ 20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer, P. Eng.
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
July 17, 1989

Inadvertent Encroachment Agreement
171 Herkimer Street

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

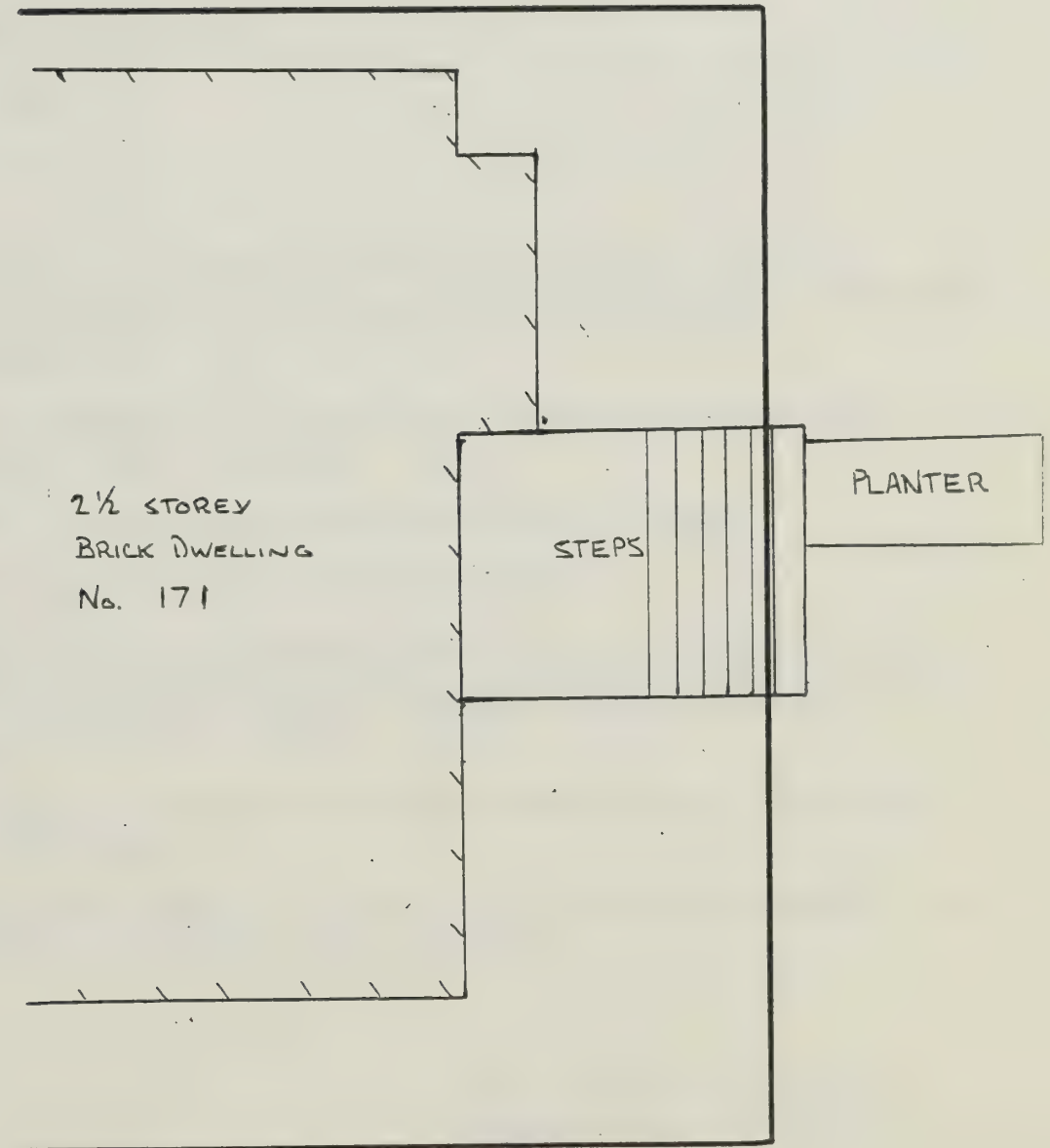
JKC:klv

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(710)

171 Herkimer Street



* NOTE: THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

21cc

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 July 4
COMM FILE: 3-11.5
DEPT FILE: T103-50(637)
ID#0227(64)

SUBJECT

Inadvertent Encroachment Agreement
120 Charles Street
117-121 Park Street South
61 Hurst Place

RECOMMENDATIONS

That the application of Mr. J. McKeon, Solicitor on behalf of the present owners of 120-122 Charles Street, 117-121 Park Street South and 61 Hurst Place, 714753 Ontario Inc. to retain the inadvertent encroachments consisting of:

on Park Street - Balconies - 2 sets with 4 storeys measuring 0.57m x 6.33m and wooden steps measuring 0.66m x 1.97m

on Charles Street - an awning measuring 0.96m x 1.84m

be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$152.00, and subsequent annual fee of \$27.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G.S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

Continued . . .

-page 2-
July 4, 1989

Inadvertent Encroachment Agreement

Continued . . .

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKG:clc

cc: L. Farr, City Solicitor's Department

F O R A C T I O N

2/cd

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

Date: July 20, 1989
Comm. File: 3.11.5
Dept. File: T103-50 (728)
ID #0043D

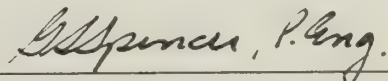
SUBJECT:

Inadvertent Encroachment Agreement
21 Alpine Avenue, Hamilton

RECOMMENDATION:

That the application of Mark A. Dudzic, Solicitor, on behalf of the present owner of 21 Alpine Avenue to retain the inadvertent encroachment consisting of a Wooden Porch measuring (1.32)(4.5') x (.10m)(.33') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

Page 2
July 20, 1989

Inadvertent Encroachment Agreement
21 Alpine Avenue, Hamilton

Cont'd...

BACKGROUND:

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment, does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

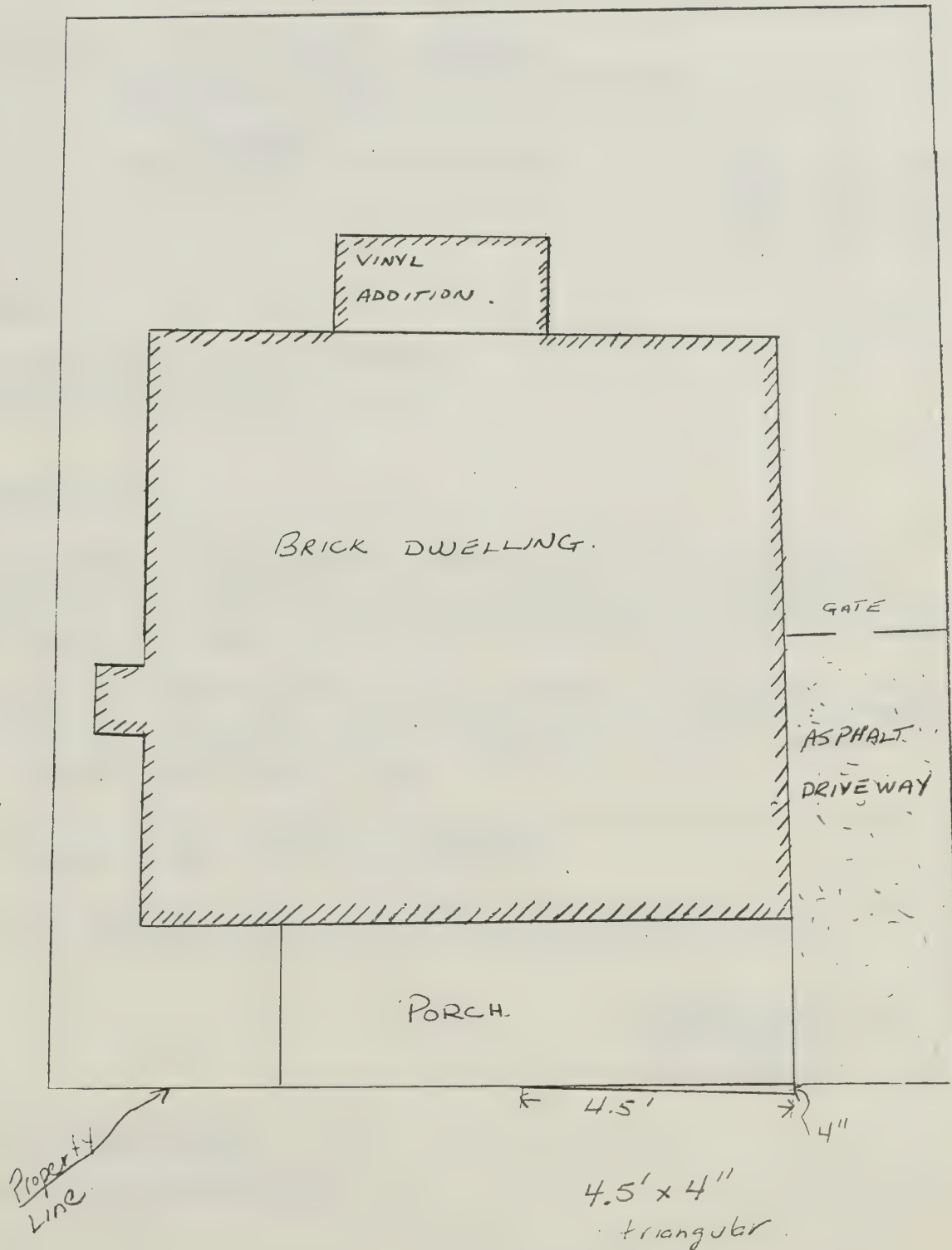
JJC:cr

cc: L. Farr, City Solicitor's Department

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(728)

21 ALPINE AVE.



* NOTE: THIS IS NOT A PLAN OF SURVEY

ID# beverly (78)

21ce1

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1989 July 28
COMM FILE:
DEPT FILE: T103-50(736)
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreement
56 Guise Street, Hamilton

RECOMMENDATION

That the application of James Cimba, Solicitor, on behalf of the present owner of 56 Guise Street to retain the inadvertent encroachment consisting of concrete steps measuring 0.12m (.39') x 0.86m (2.83') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$105.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer, P. Eng
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
July 28, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

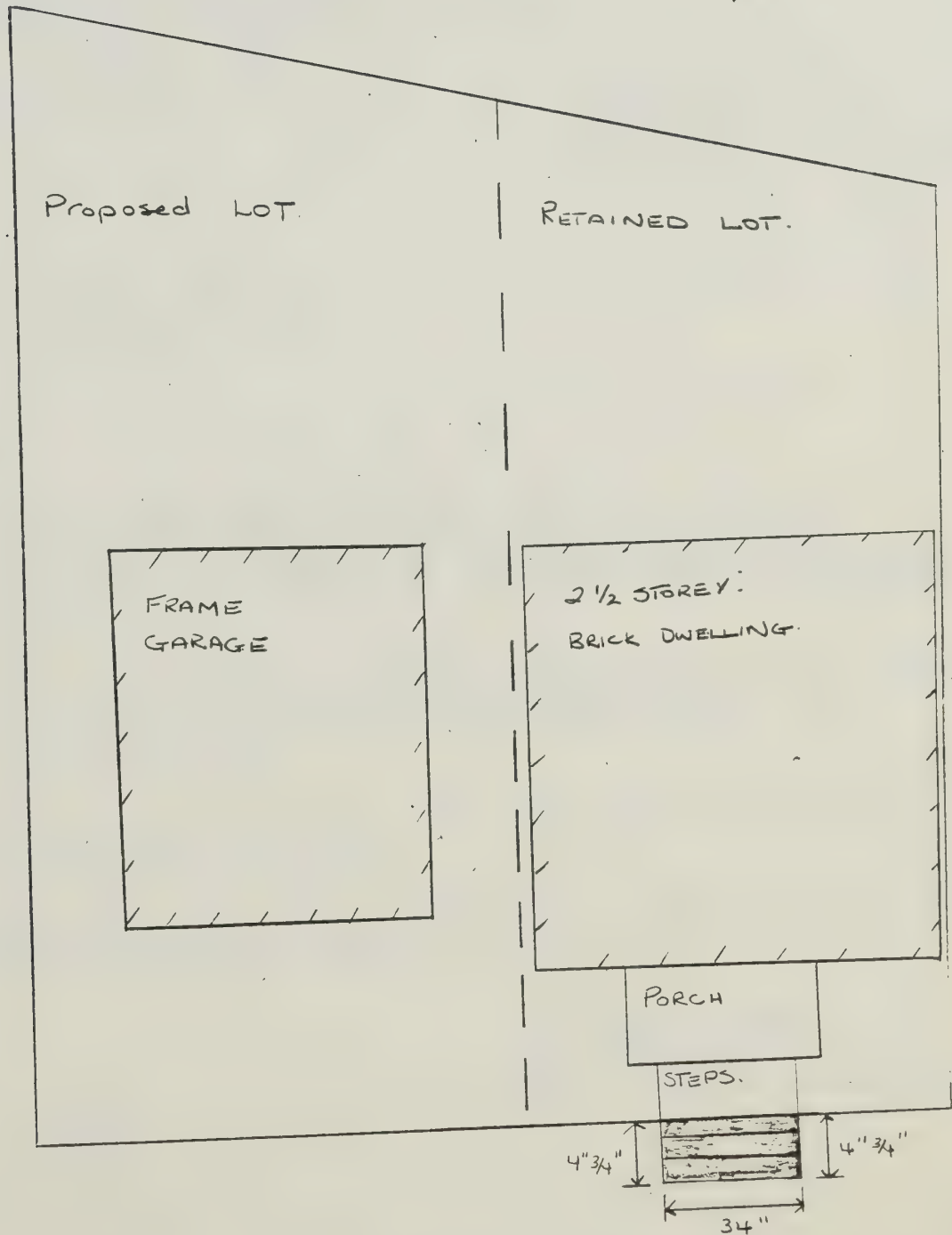
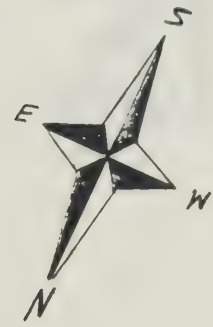
We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:bl

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(736)



* NOTE : THIS IS NOT A PLAN OF SURVEY

ID# beverly (80)

21 (cf)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 1989 July 28
COMM FILE: 3-11.5
DEPT FILE: T103-50(740)
ID#0043D

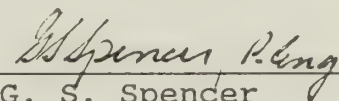
SUBJECT:

Inadvertent Encroachment Agreement
83 Walnut Street, Hamilton

RECOMMENDATION

That the application of Mr. Peter H. Cass, Solicitor, on behalf of the present owner of 83 Walnut Street to retain the inadvertent encroachment consisting of a portion of a 2 storey brick building on Hunter Street measuring 0.16' x 42.0' be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
July 28, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

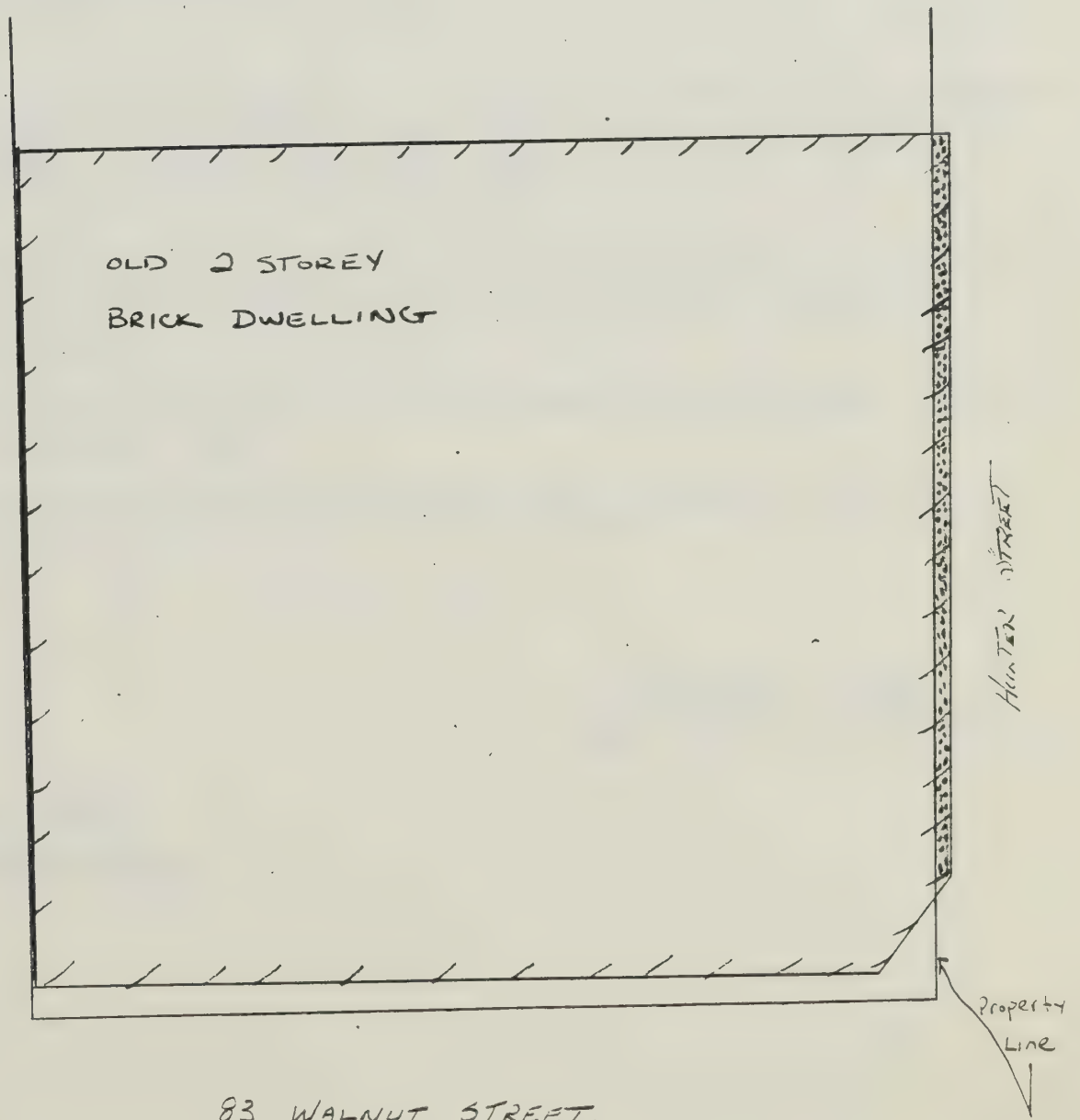
We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:bl

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(739)



* NOTE : THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

21 (cg)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 July 22
COMM FILE:
DEPT FILE: T103-50(713)
ID#1623(53)

SUBJECT

Inadvertent Encroachment Agreement
37 William Street, Hamilton.

RECOMMENDATIONS

That the application of Jack Restivo, Solicitor, on behalf of the present owner of 37 William Street to retain the inadvertent encroachment consisting of Concrete Veranda and Steps measuring 0.38m x 2.76m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$105.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer, P.Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "recommendation".

Cont'd...

- page 2 -
July 22, 1989

Inadvertent Encroachment Agreement
37 William Street, Hamilton.

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:ms

cc: L. Farr, City Solicitor's Department

FOR ACTION

22.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 July 27
COMM FILE: 3-11.5
DEPT FILE: T103-50(752)
ID#1623(73)

SUBJECT

Proposed Encroachment Agreement
Mulberry Street at side of 191 James Street North

RECOMMENDATIONS

That the application of Satin Foods Inc., owner of 191 James Street North, to retain the following advertent encroachment on Mulberry Street, consisting of a proposed Canvas canopy of Mulberry Street supported by 1" Steel tubes measuring 1.81m (6.0') x 0.78m (2.0'); be approved during the pleasure of City Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$46.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.

G. S. Spencer, P. Eng.

G. S. Spencer, P. Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

- page 2 -
July 27, 1989

Proposed Encroachment Agreement
Mulberry Street at Side of 191 James Street North

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the standard Encroachment Agreement.

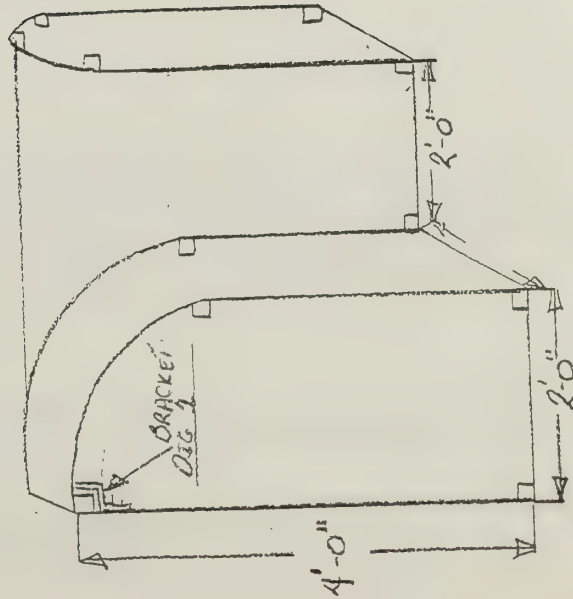
The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:ms

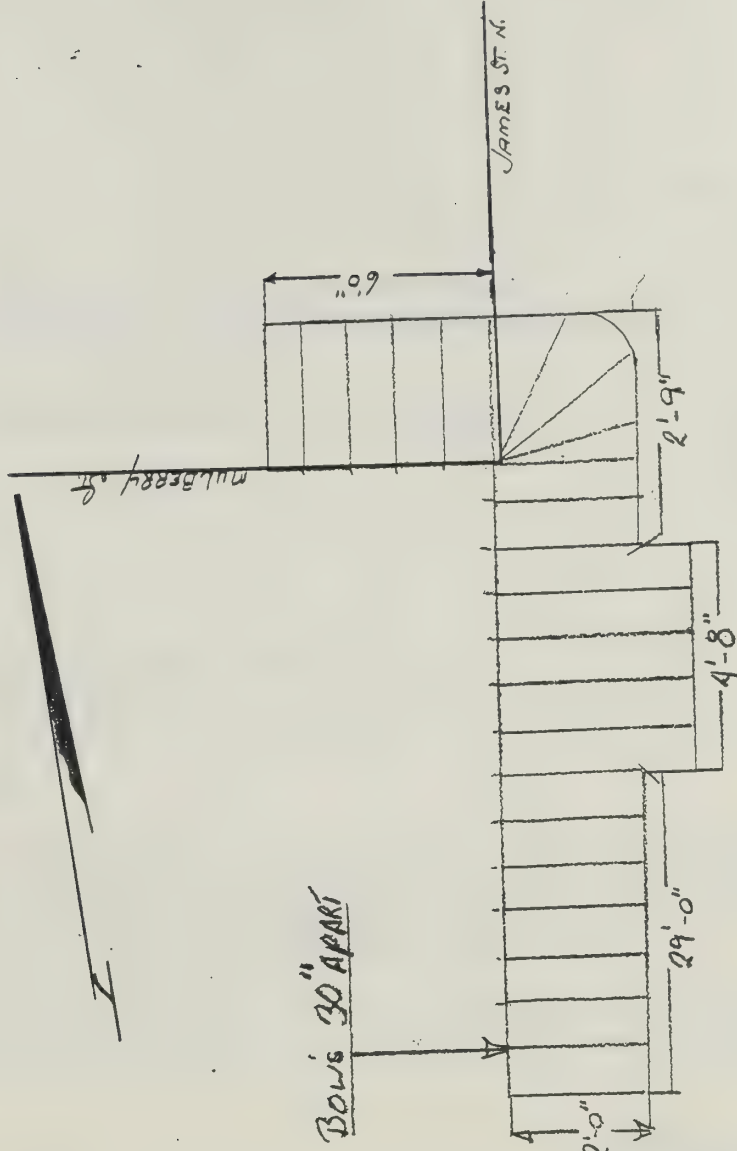
cc: L. Farr, City Solicitor's Dept.

Schedule "B"
7703.50 (152)

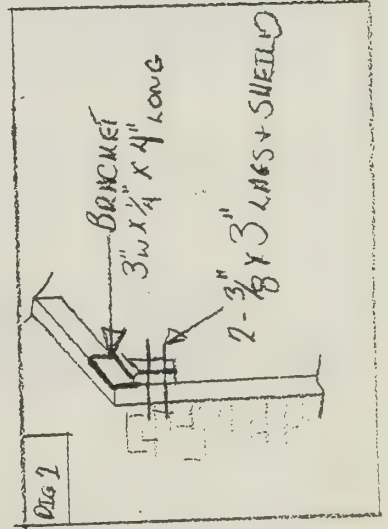


SIDE VIEW

NOTE: BRACKET EVERY
4'-0" APART
FRAME IS 1" TUBE STEEL



TOP VIEW



INDIAN PLACE RESTURANT
191 JAMES STREET NORTH

* NOTE: THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

23.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING


DATE: 1989 August 10
COMM FILE:
DEPT FILE: T103-52(89)
ID#0043D

SUBJECT:

Discharge of Encroachment Agreement
121 King Street East

RECOMMENDATION:

- a) That the applicants request for a discharge of the Encroachment agreement registered as Instrument No. 498957 C.D. on February 28, 1989 be approved provided that the discharge is prepared to the satisfaction of the City Solicitor;
- b) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Ground Tech Agent on behalf of the owner of the above noted property for a discharge to an existing agreement registered on title. Alterations have been made to the building and the encroachment no longer exists.

ANALYSIS

This agreement was entered into by the City of Hamilton and the owner at the time of February 28, 1989 as Instrument no. 498957 C.D.

The structure at 121 King Street East has been renovated and the encroachment no longer exists.

Cont'd

-Page 2-
August 10, 1989

Discharge of Encroachment Agreement
121 King Street East

Cont'd

CONCLUSION

In light of the renovation, there is now no encroachment on City lands and therefore we have no objection to this discharge.

City of Hamilton Treasury Department has informed us that there is no monies owing for this agreement.

JKC:klv

F O R A C T I O N

24.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING


DATE: 1989 August 1
COMM FILE: 3-11.4
DEPT FILE: S719-46

SUBJECT

"STRAWBERRY HILL ADDITION", HAMILTON

RECOMMENDATION

- 1) That the Director of Public Works be authorized and directed to proceed with the necessary works to clean up the southerly boulevard of Strawberry Drive from Lake Avenue to approximately 70 metres easterly (at the rear of the Alpine Hotel and Tavern property).
- 2) That the cost of the required works (estimated at \$4,500.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- 3) That the approved funds be transferred into the subdivision account for Strawberry Hill Addition, Account No. CF56985287460219.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Public Works Department has estimated the cost to grade and sod the boulevard, erect a barrier type fence to restrict vehicular access to Strawberry Drive, and install street trees, all at \$4,500.00. The approved monies are to be transferred into the account associated with the Strawberry Hill Addition subdivision. (Account No. CF5698528746019). Please note that all previously approved monies for the City share of works has been spent.

Cont'd...

-Page 2-
August 1, 1989

"STRAWBERRY HILL ADDITION", HAMILTON

Cont'd...

BACKGROUND

Strawberry Drive, from Lake Avenue to approximately 70 metres easterly was purchased by the City for roadway purposes and established by By-law 87-100 as a public highway. This was completed in conjunction with the development of the plan of subdivision called "Strawberry Hill Addition".

The City paid for the cost of roads and curbs associated with the south side of Strawberry Drive in accordance with standard City cost sharing policies for the installation of services in subdivisions. During construction the south boulevard was regraded to match the new curb.

The lands to the south of Strawberry Drive presently contain an existing commercial business. (Alpine Hotel and Tavern, 917 Queenston Road). Residents in the area have made numerous complaints about the present conditions being experienced by them, resulting from activities at the tavern.

Patrons of the tavern use the rear of the property to park their cars and quite often drive over the rear boulevard at Strawberry Drive when coming and going from this establishment. The boulevard has become quite rutted from vehicular traffic. Also, the rear of the tavern property is not kept neat and clean and is a visual disturbance for area residents.

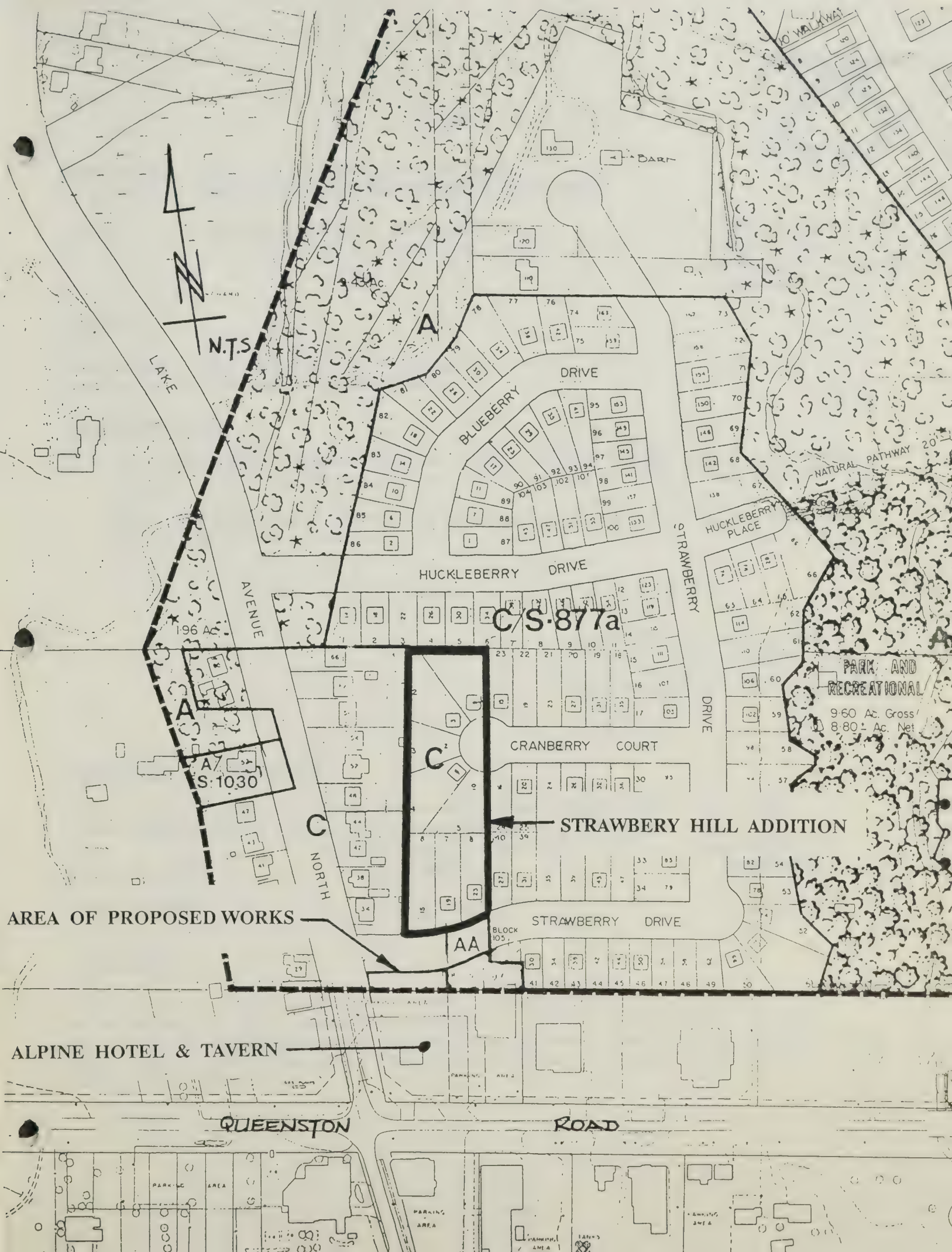
Since the commercial property is not expected to re-develop in the near future, the City has no power under its present policies to force the tavern to provide any visual or vehicular barriers along the Strawberry Drive road allowance.

Therefore, we are recommending that the City regrade and sod the boulevard of Strawberry Drive, install a barrier type fence to restrict all vehicular access from Strawberry Drive, and plant street trees to provide a visual barrier for residents on the abutting street.

Staff of the Public Works Department have provided the estimate for the work and will complete the work after approval has been received.

DVC:jd

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasury; Att: B. Hotrum
cc: J. Pavelka, Director, Public Works



F O R A C T I O N

25.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: COMMISSIONER OF ENGINEERING

DATE: 1989 August 10
COMM FILE:
DEPT FILE: S723-34
ID#beverly(118)

SUBJECT:

Additional Cost Sharing - "Wellington Chase - Phase 1, Stage 1",
Subdivision Agreement, Hamilton

RECOMMENDATION

- 1) That the City's share of the cost of final roads for "Wellington Chase - Phase 1, Stage 1" be increased by \$1,075.00 to \$31,980.50.
- 2) That the Executive Committee recommend the source of funding for these additional costs.

G. S. Spencer, P. Eng.
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved Amount</u>	<u>Amounts Now Required</u>
Final Roads	\$ <u>30,905.50</u>	\$ <u>31,980.50</u>

BACKGROUND

Item 6 of the fifth report of the Transport and Environment Committee, as adopted by City Council on March 10, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands. The present owner of these lands is Wellington Chase Inc.

-page 2-
August 10, 1989

cont'd...

For the Committee's information, the additional funds are required for payment of the city's share of construction costs based on the successful contractor's unit prices.

~~Q~~ TGE:bl

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J.J. Schatz, Secretary
Executive Committee

F O R A C T I O N

26(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

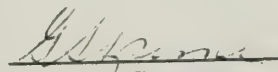
DATE: 1989 July 17
COMM FILE: 3-11.4
DEPT FILE: S701-60

SUBJECT

Plan of Subdivision "ABBEY HILL FARM - PHASE 3", located west of Upper James Street and south of Rymal Road in the Kennedy East Neighbourhood

RECOMMENDATION

1. That the submitted schedules for the estimated cost of services in "Abbey Hill Farm - Phase 3", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located west of Upper James Street and south of Rymal Road in the Kennedy East Neighbourhood.
2. That the mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, Shedaco Holdings Limited.
3. That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
4. That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided he enters in to a Standard Agreement for Pre-servicing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying 100% of the cost of services to be installed at an estimated cost of \$72,289.12.

Cont'd...

-Page 2-

July 17, 1989

Plan of Subdivision "ABBEY HILL FARM - PHASE 3", located west of Upper James Street and south of Rymal Road in the Kennedy East Neighbourhood

Cont'd...

BACKGROUND

Clause 13(b) of the Seventh Report of the Planning and Development Committee, as adopted by City Council at its meeting held on March 14, 1989 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Shedaco Holdings Limited. Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by C. C. Parker Consultants Limited and A.T. McLaren O.L.S., respectively, have been submitted to Regional Engineering for approval.

CAU:jd

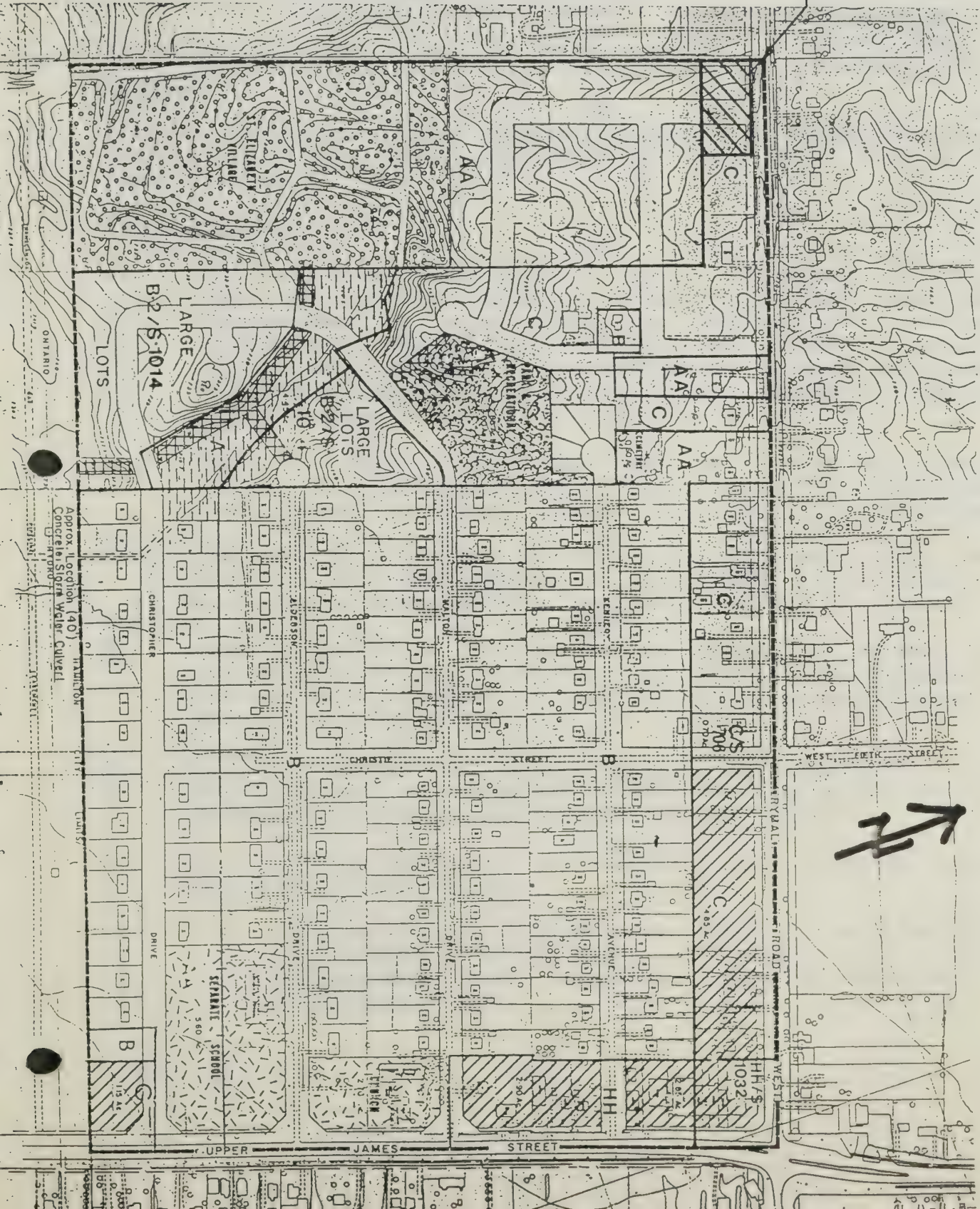
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee

cc: E. C. Matthews, City Treasury

Att: B. Hotrum

ABBEY HILL
FARM - PH. 3.



KEY PLAN
N.T.S

F O R A C T I O N

2600

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 August 4
COMM FILE: 3-11.4
DEPT FILE: S707-58
ID#doug_c(32)

SUBJECT

Plan of Subdivision for "Gagliano Gardens Addition", Hamilton, located west of Upper Gage Avenue and north of Rymal Road East in the Eleanor Neighbourhood.

RECOMMENDATION

- a) That the submitted schedules for the estimated cost of services in "Gagliano Gardens Addition", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Gage Avenue and north of Rymal Road East in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$361,992.00.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owner, DiCenzo Construction Company Limited.
- c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- e) That the City's share of the cost of services for the development (\$133,138.00) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- f) That the City Solicitor be authorized and directed to prepare the necessary By-Law (s) to:
 - i incorporate the 0.3m reserve, Block 32, on Plan 62M-622, into the Gagliano Drive road allowance after the Plan of Subdivision for "Gagliano Gardens Addition" has been registered,

Continued . . .

Plan of Subdivision for "Gagliano Gardens Addition", Hamilton

Continued . . .

ii incorporate the 0.3m reserve, Block 31, on Plan 62M-622, into the Eaglewood Drive road allowance after the Plan of Subdivision for "Gagliano Gardens Addition" has been registered,

g) i That the City accept title to Parts 1 and 2, Plan 62R-9923, being the lands required for part of the Parma Drive road allowance.

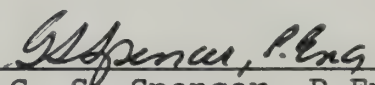
ii This land (described as Parts 1 and 2, Plan 62R-9923) is being dedicated to the City by its owner in accordance with a draft plan of subdivision and the owner's solicitor is to prepare the necessary deed and certify title to the City.

h) i That the City Solicitor be authorized and directed to prepare the necessary By-law to establish Part 2, Plan 62R-9923 as part of the Parma Drive road allowance after the plan of subdivision for "Gagliano Gardens Addition" has been registered. (Note: Part 1, Plan 62R-9923 is to be retained as a 0.3 metre reserve until the adjacent lands develop.)

ii That the City accept title to Parts 1 to 13 (inclusive), Plan 62R-9927, being the lands required for part of the Eaglewood Drive road allowance.

This land (described as Parts 1 to 13 (inclusive), Plan 62R-9927) is being dedicated to the City by various owners in accordance with a draft plan of subdivision and the owner's solicitors are to prepare the necessary deeds and certify title to the City.

That the City Solicitor be authorized and directed to prepare the necessary By-law to establish Parts 3, 4, 7, 8, 11, and 12, Plan 62R-9927 as part of the Eaglewood Drive road allowance after the plan of subdivision for "Gagliano Gardens Addition" has been registered. (Note: Parts 1, 2, 5, 6, 9, 10 and 13 are to be retained as 0.3 metre reserves until the adjacent lands develop.)


G. S. Spencer, P. Eng.
Commissioner of Engineering

Continued . . .

Plan of Subdivision for "Gagliano Gardens Addition", Hamilton

Continued . . .

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Gagliano Gardens Addition" is as follows:

<u>Type of Work</u>	<u>Amount to be Financed</u>
Catch Basins and Connections	\$ 34,299.00
Sidewalks and Curbs	\$ 26,640.00
Final Roads	\$ 66,589.00
Street Lighting	\$ 4,500.00
Dead End Barricade	\$ 1,110.00
Total City Share	\$133,138.00

A portion of the City's share (\$ 8,858.00) is associated with extra depth asphalt on Eaglewood Drive. These monies are not recoverable in the future. A second portion (\$78,924.00) is associated with reserves to be established on Eaglewood Drive and Parma Drive, and these monies will be recoverable in the future. The remaining portion of the City's share (\$45,356.00) is associated with Public School Board lands adjacent to the north limit of Parma Drive. Service costs are recoverable in accordance with the present agreements between the City and the School Board.

The estimated Subdivider's share of the cost of services is \$228,854.00.

BACKGROUND

Clause 8(b) of the Eighteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on August 30, 1988, recommend that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is DiCenzo Construction Company Limited.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of forty-one (41) lots for residential use and two (2) blocks for future residential use.

Continued . . .

Plan of Subdivision for "Gagliano Gardens Addition", Hamilton

Continued . . .

For the information of the Committee, there are two (2) 0.3m reserves abutting this development which are required to be incorporated into the road allowances of Eaglewood Drive and Parma Drive in conjunction with the registration of this plan. These reserves are as follows:

- a) Block 32, Plan 62M-622; to be incorporated into the Gagliano Drive road allowance,
- b) Block 31 Plan 62M-622; to be incorporated into the Eaglewood Drive road allowance,

It is being recommended that these 0.3m reserves be incorporated into the respective road allowances immediately following the registration of the plan for "Gagliano Gardens Addition".

For the Committee's information, portions of the proposed Eaglewood Drive and Parma Drive road allowances are owned by individuals other than the Developer. These lands are to be transferred to the City and opened as public road allowances by By-law. The City will retain 0.3 metre reserves along these lands as necessary for the recovery of servicing costs.

DVC:jd

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E.C. Matthews, City Treasurer, Att: B. Hotrum
cc: R. Douglas, Regional Surveyor's Office
cc: K.A. Rouff, City Solicitor



FOR ACTION

27 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

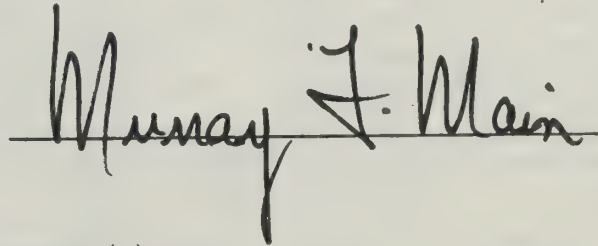
DATE: 1989 August 14
COMM FILE: TEC-187-89
DEPT FILE: 3-9.5

SUBJECT:

126 Chestnut Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 494807 C.D. to the property at No. 126 Chestnut Avenue, be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

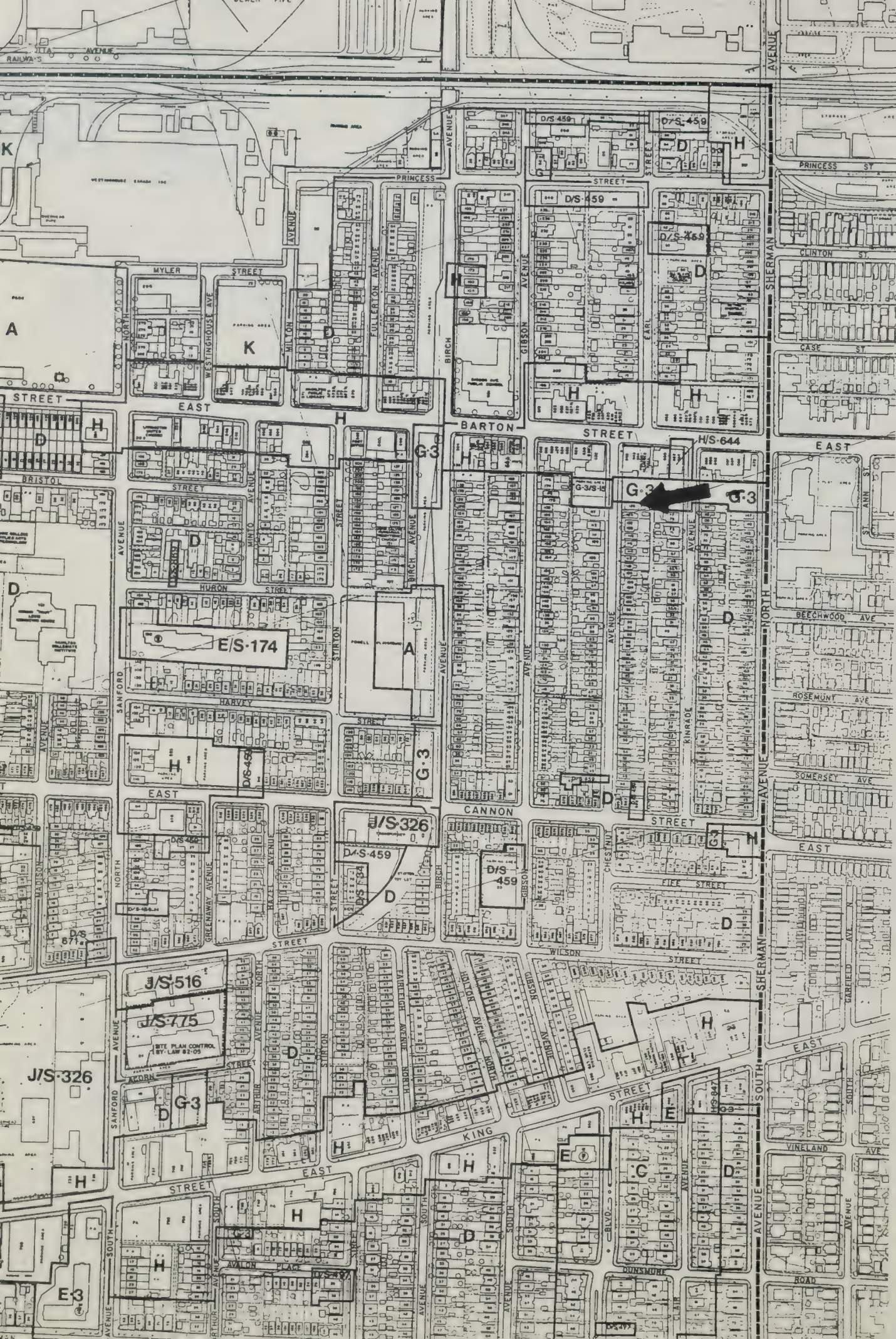
N/A

BACKGROUND:

On 1989 April 28, a Residential Boulevard Parking Agreement was entered into between the City and Mr. Sang Tank, 126 Chestnut Avenue, to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling.

The present owner has now requested that the existing agreement be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of his home. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.

cc: Mr. K. A. Rouff
City Solicitor



FOR ACTION

27(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

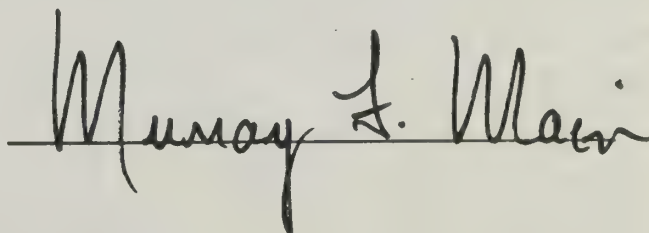
DATE: 1989 August 14
COMM FILE: TEC-186-89
DEPT FILE: 3-9.5

SUBJECT:

18 Mayflower Avenue - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATION:

- a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 348464 C.D. to the property at No. 18 Mayflower Avenue, be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

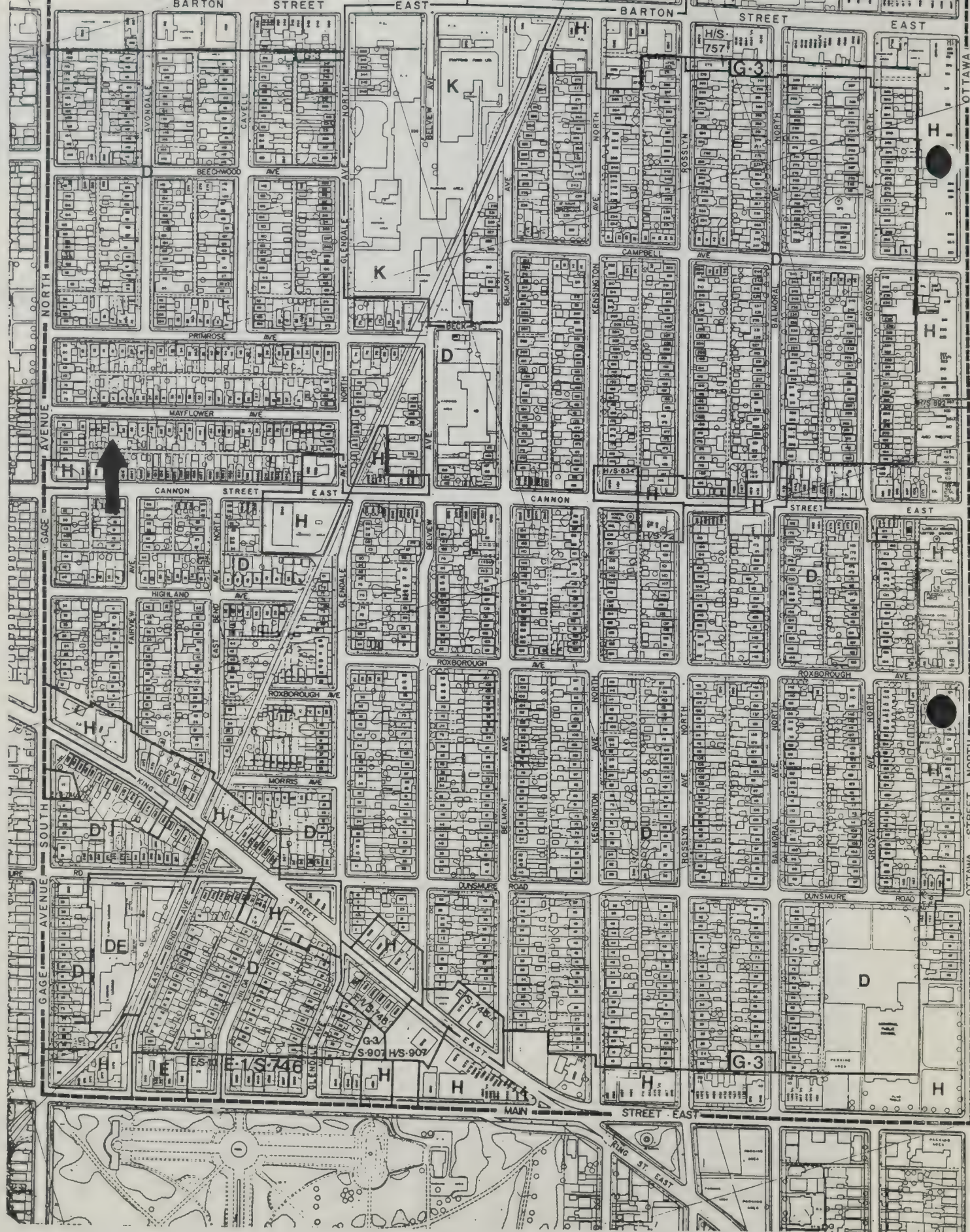
N/A

BACKGROUND:

On 1986 April 28, a Residential Boulevard Parking Agreement was entered into between the City and Ms. Herna DeCoste, 18 Mayflower Avenue, to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling.

The present owner has now requested that the existing agreement be discharged, so that she may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of her home. The Traffic Department has confirmed that there is sufficient room partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, the Traffic Department concurs with the request.

cc: Mr. K. A Rouff
City Solicitor



71	72	73
126	35	34
12	37	38

CITY OF

CROWN P

FOR ACTION

28 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

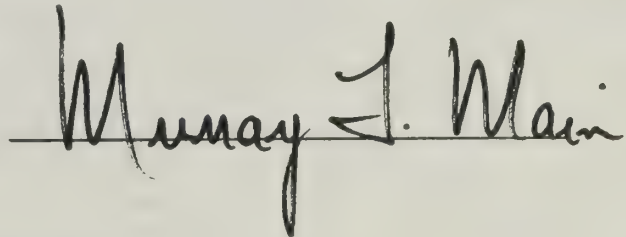
DATE: 1989 August 14
COMM FILE: TEC-196-89
DEPT FILE: 3-9.2

SUBJECT:

No. 251 Hunter Street West - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Hunter Street West commencing 117 feet east of Ray Street South and extending to a point 22 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Robert Franks, 251 Hunter Street West; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

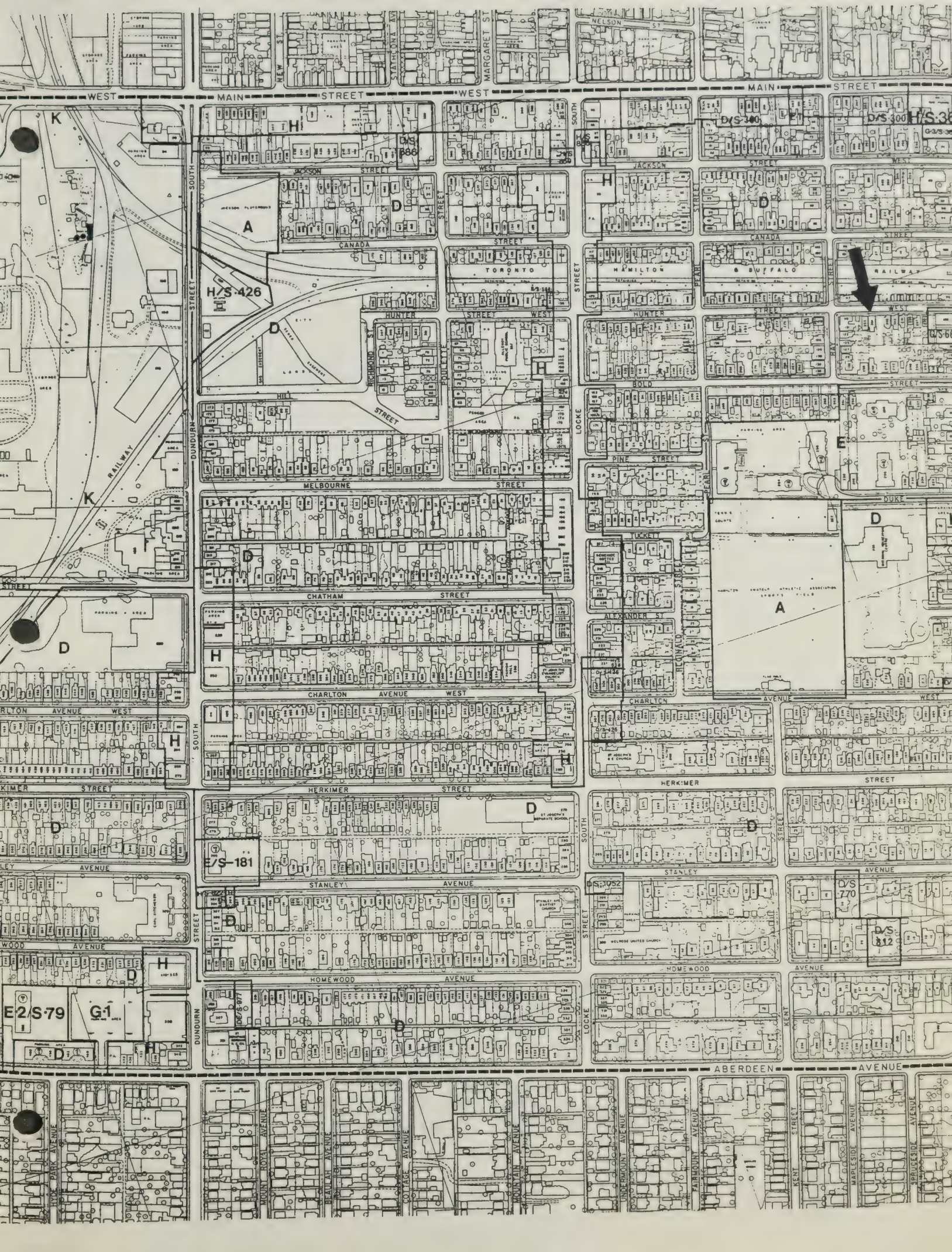
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Robert Franks, 251 Hunter Street West, that a reserved permit parking space be designated on the street in front of his home, since his wife is handicapped. Hunter Street West has a 22 foot pavement width, and presently, parking is permitted on the south side and prohibited on the north side of the street in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Franks possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request for a reserved parking space on the applicant's side of the street directly in front of his home.



FOR ACTION

28cb

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

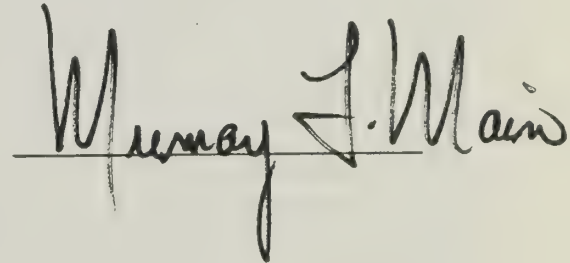
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 July 19
COMM FILE:
DEPT FILE: TEC-172-89

SUBJECT: 196 Weir Street North - Request for a Reserved Permit Parking Space for a handicapped resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. J. Brellisford, 196 Weir Street North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

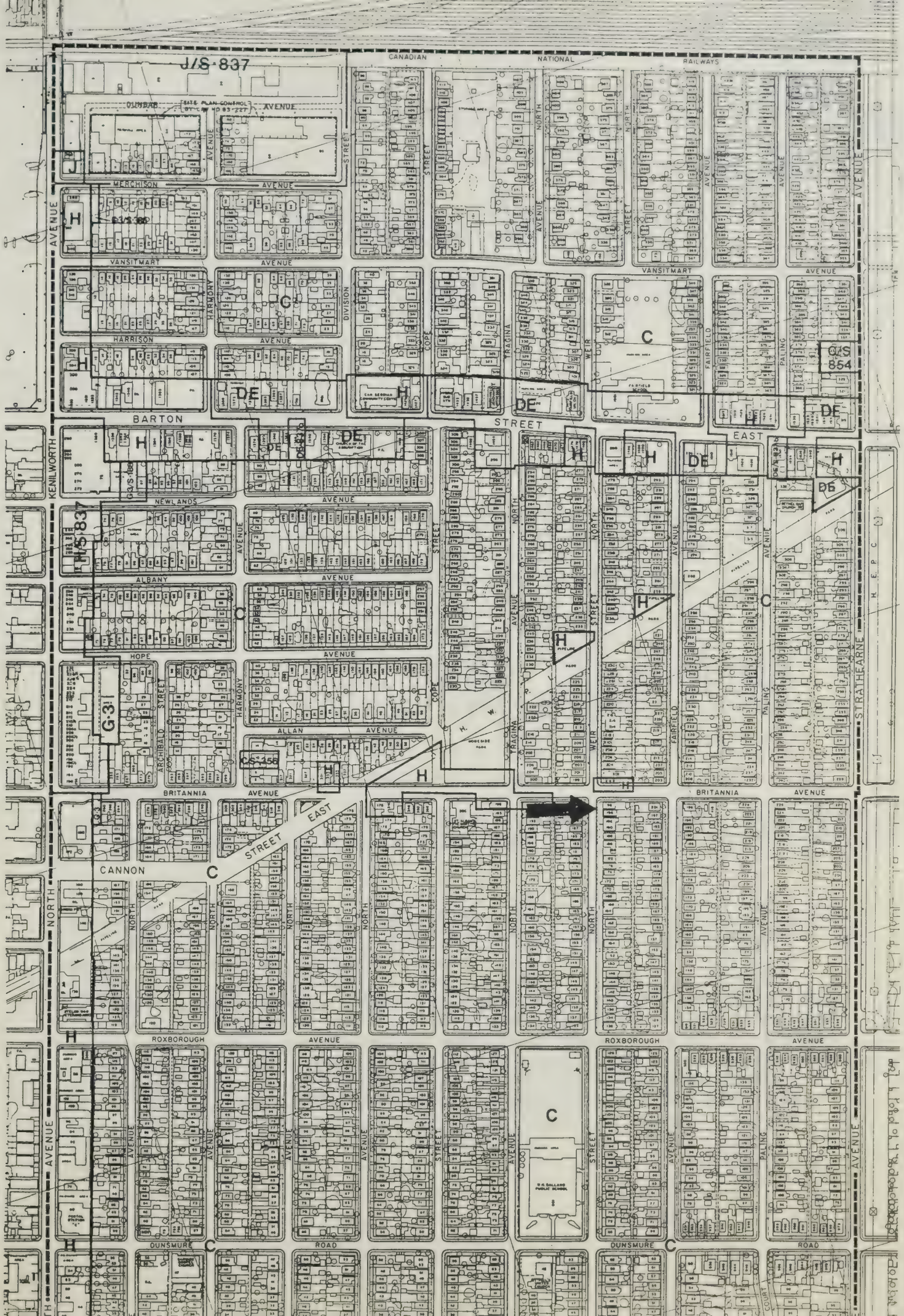
There are sufficient funds available within the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. J. Brellisford, 196 Weir Street North, that a reserved permit parking space be designated on the street in front of his home, since he is handicapped. Presently, there is a parking prohibition on the west side and unrestricted free parking on the east side of Weir in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of

handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Brellisford possesses a valid handicapped permit. An investigation has revealed that there is an unassumed alley and available parking at the rear of this property. However, access to this parking area can be restricted during the winter months. Therefore, the Traffic Department concurs with the request for a reserved parking space on the applicant's side of the street directly in front of his home.



FOR ACTION

29 (a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

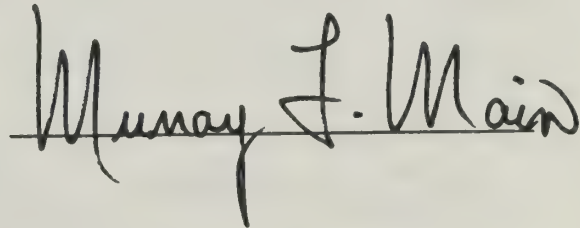
DATE: 1989 July 27
COMM FILE: TEC-178-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Gemini Drive and Glenayr Street - Intersection Control.

RECOMMENDATION:

- a) That southbound traffic on Glenayr Street be required to stop for eastbound and westbound traffic on Gemini Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



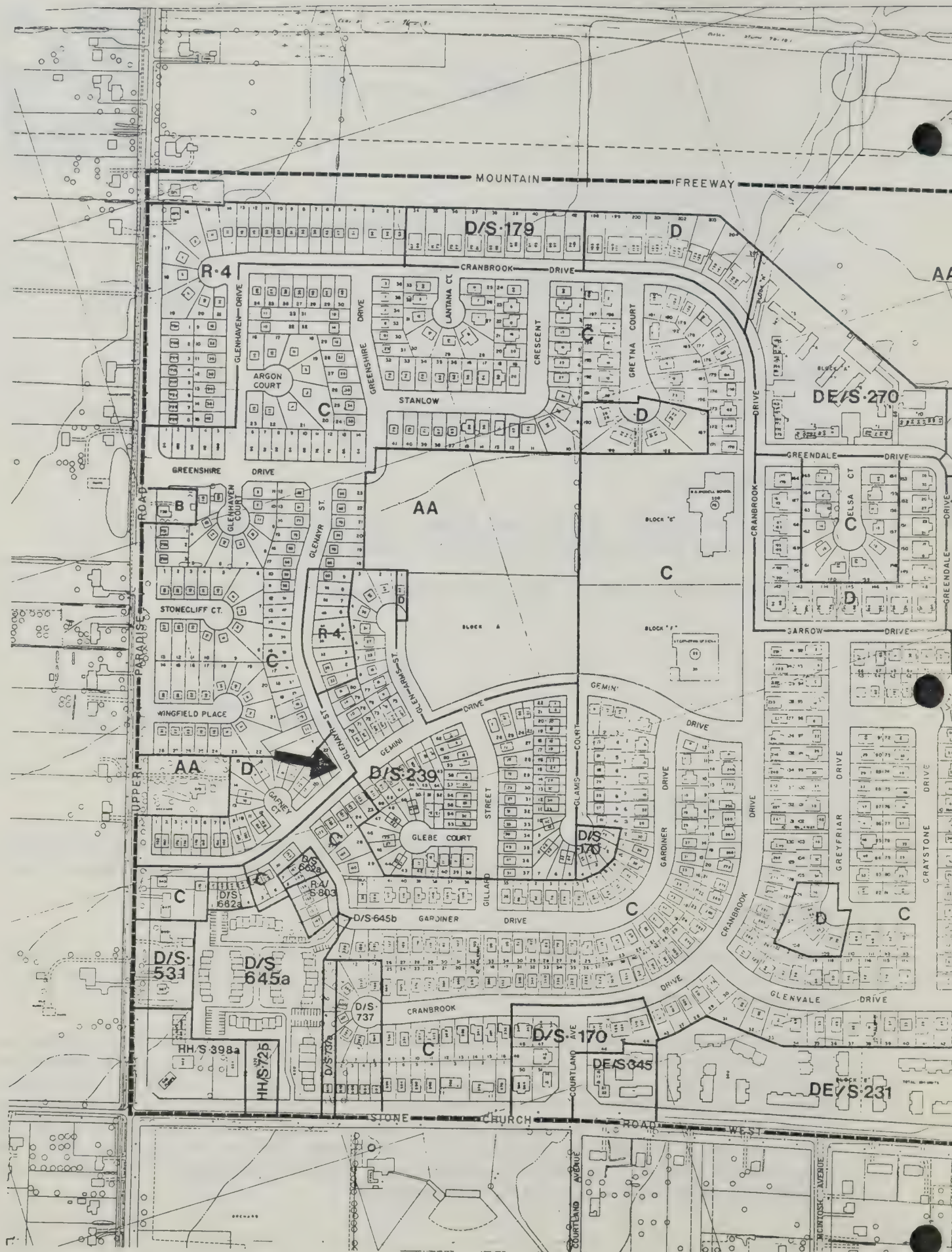
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray recently requested that a stop sign be erected on Glenayr at Gemini. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely and there appears to be no compelling reason to erect a stop sign. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Glenayr would be required to stop for eastbound and westbound traffic on Gemini. Therefore, the Traffic Department concurs with the request.



FOR ACTION

29cb

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

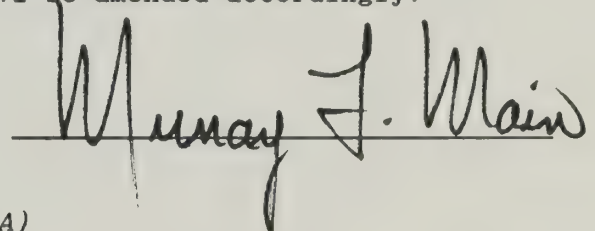
DATE: 1989 July 25
COMM FILE:
DEPT FILE: TEC-182-89

SUBJECT:

Intersections of Flora Drive and Meta Street and Teresa Street and Meta Street - Intersection Control.

RECOMMENDATIONS:

- (a) That westbound traffic on Meta Street be required to stop for northbound and southbound traffic on Flora Drive; and
- (b) That eastbound traffic on Meta Street be required to stop for northbound and southbound traffic on Teresa Street; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

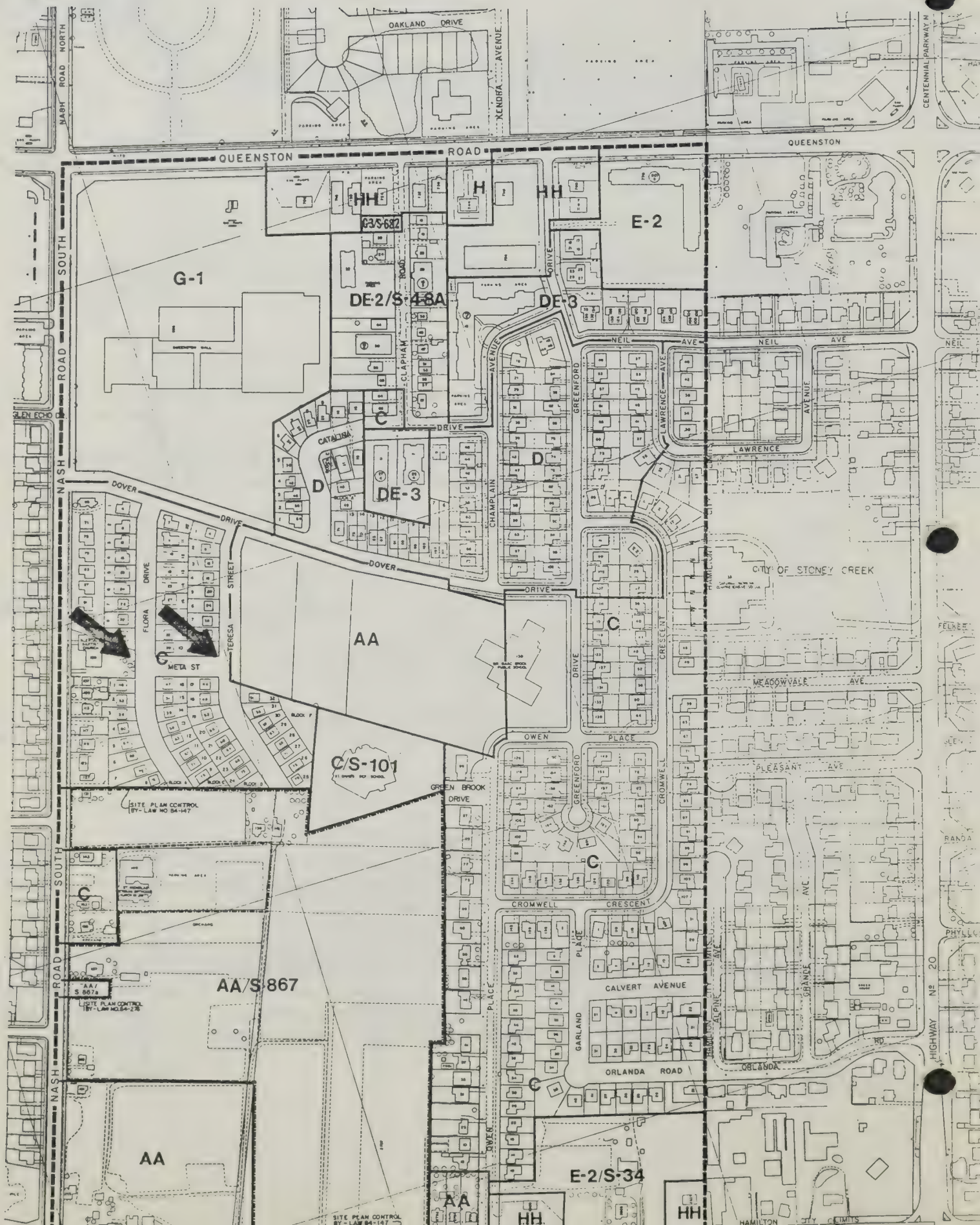
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Dominic Agostino recently advised of a request by Mrs. Ann Marie Sanseverino, 67 Flora Drive, that stop signs be erected on Meta Street at Flora Drive and Teresa Street. The subject intersections are "T" shaped intersections, and presently, there are no intersection control signs.

Although the subject intersections have been operating safely in recent years, the Traffic Department would not object to erecting stop signs on the stems of these "T" type intersections such that westbound traffic on Meta would be required to stop at Flora and eastbound traffic on Meta would be required to stop at Teresa. Therefore, the Traffic Department concurs with this request.



FOR ACTION

29cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

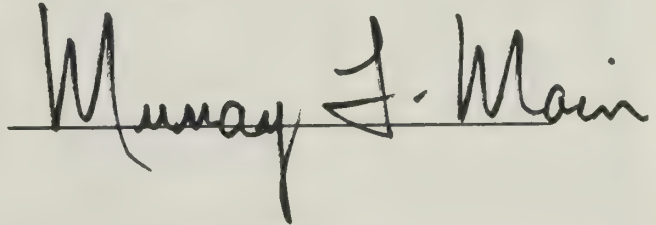
DATE: 1989 August 14
COMM FILE: TEC-195-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Rushdale Drive and Redmond Drive - Intersection Control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Rushdale Drive and Redmond Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting, and maintaining the required signs.

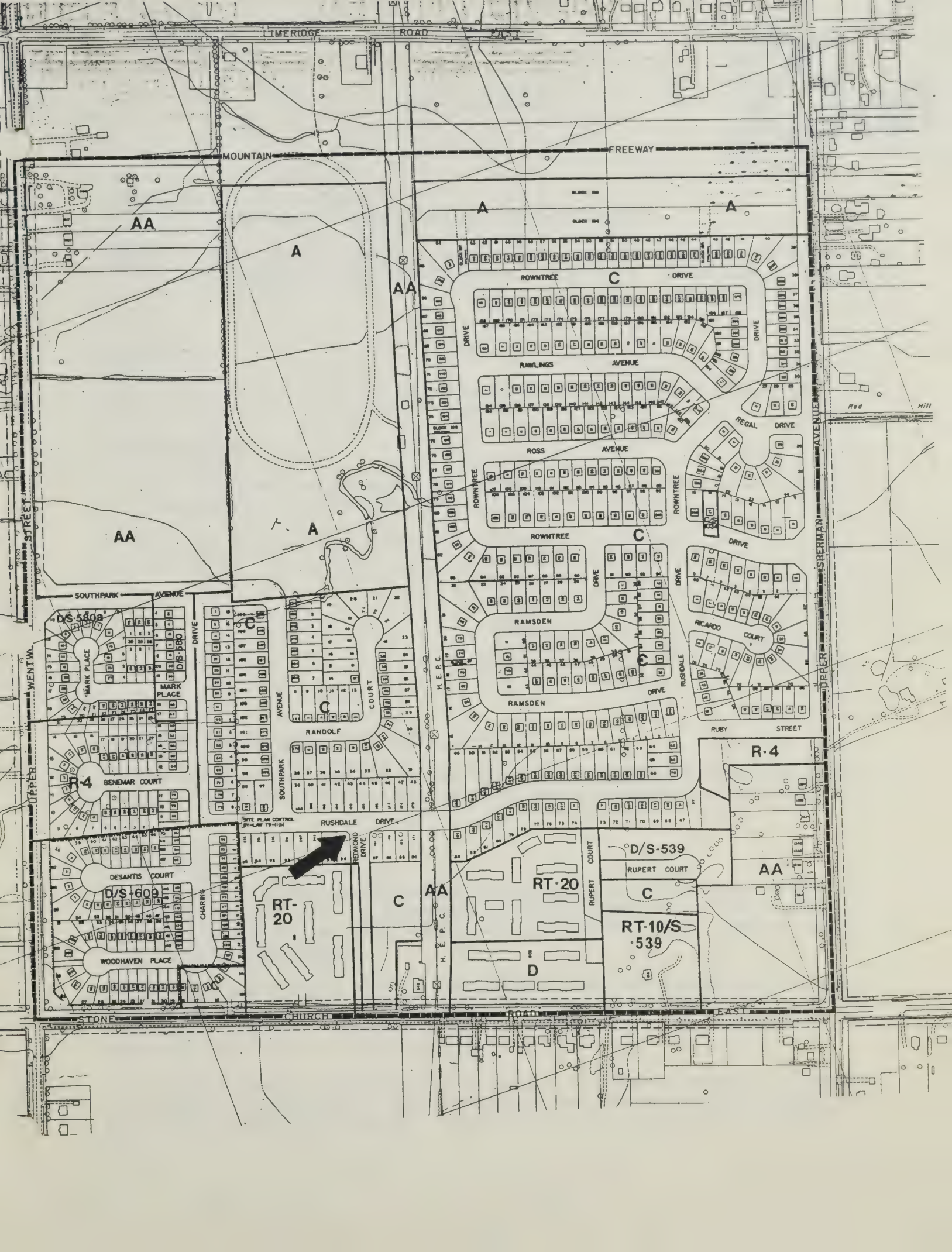
BACKGROUND:

The Traffic Department has received a request from Mr. Wayne Napper, 190 Rushdale Drive, that three-way stop control be implemented at the intersection of Rushdale and Redmond.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that the intersection is operating safely with no reported collisions since its construction this year.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of

requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Rushdale and Redmond meets at least one of the criterion, in that this is an intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request.



FOR ACTION

29 (cd)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

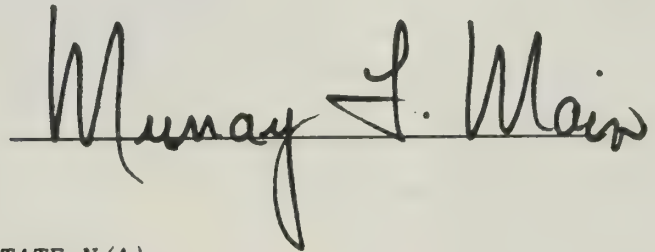
DATE: 1989 August 14
COMM FILE: TEC-190-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Templemead Drive and Rockland Avenue - Intersection Control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Templemead Drive and Rockland Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

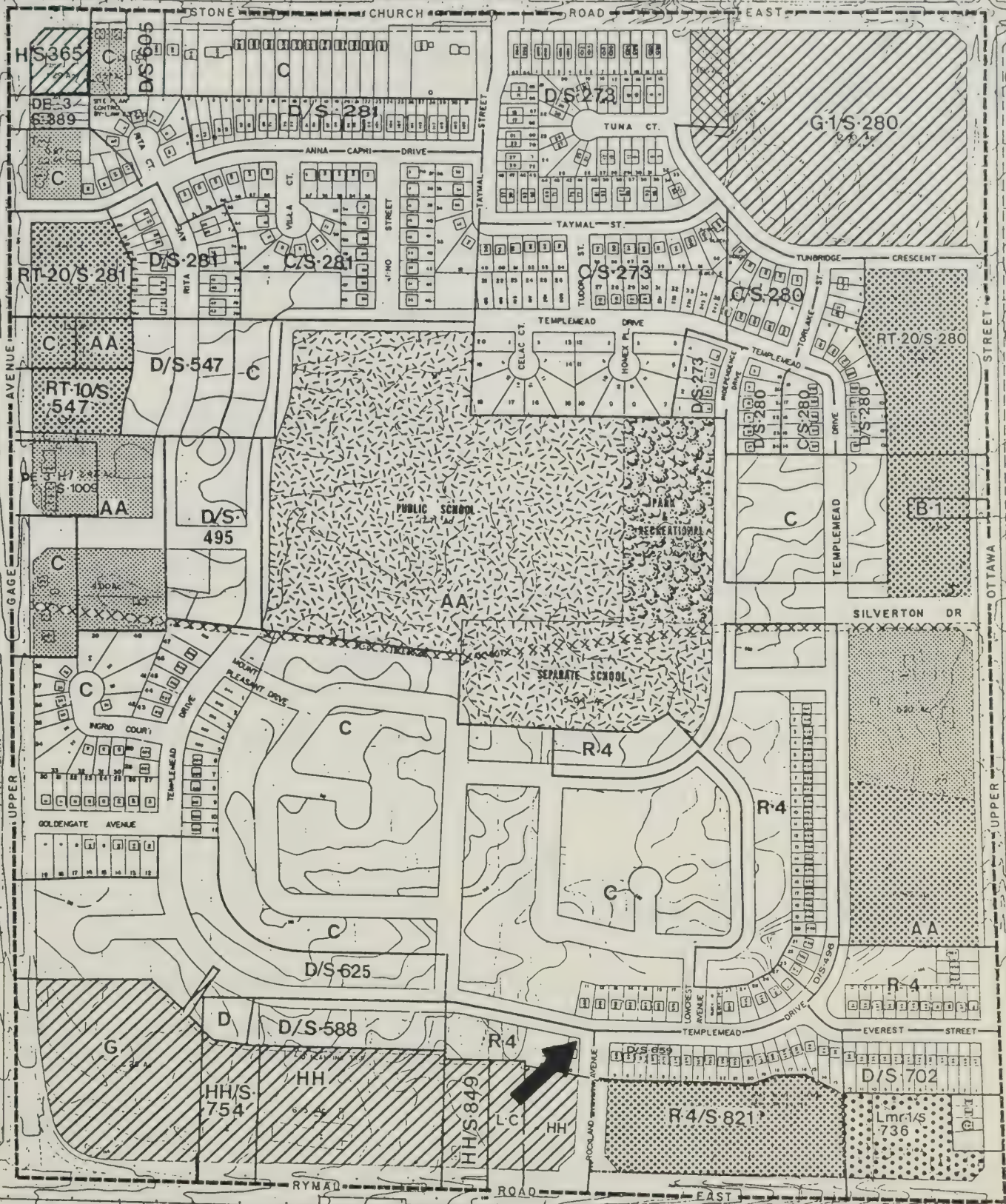
BACKGROUND:

The Traffic Department has received a request from Alderman Tom Jackson on behalf of Mr. and Mrs. K. Wannamaker, 539 Templemead Drive and other area residents, that all-way stop control be implemented at the intersection of Templemead and Rockland.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Rockland is required to stop for eastbound and westbound traffic on Templemead. Traffic Department records indicate that the intersection is operating safely with no reported collisions in the past five years.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to

the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Templemead and Rockland meets at least one of the criterion, in that this is an intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request.









THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE.
FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

EXISTING POPULATION (1969) 185
(1970) 194
(1971) 190
(1972) 164

LAND USE

RESIDENTIAL

-  single & double
-  attached housing
-  low density apt.

-  Neighbourhood Boundary
-  Zoning Boundary
-  Staging of Development Boundary

Approvals
Planning Bd. June 1972 Council

FOR ACTION

29(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

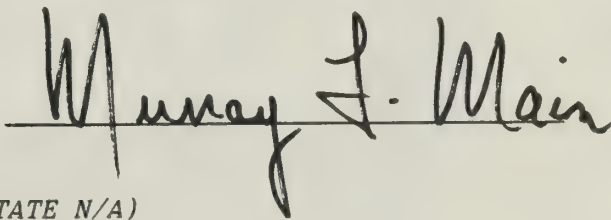
DATE: 1989 August 14
COMM FILE: TEC-193-89
DEPT FILE: 3-9.4

SUBJECT:

Intersections of Montmorency Drive and Redhill Avenue and Montmorency Drive and Albright Road - Intersection Control.

RECOMMENDATION:

- a) That eastbound traffic on Redhill Avenue be required to stop for northbound and southbound traffic on the east leg of Montmorency Drive; and
- b) That four-way stop control be implemented at the intersection of Montmorency Drive and Albright Road; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

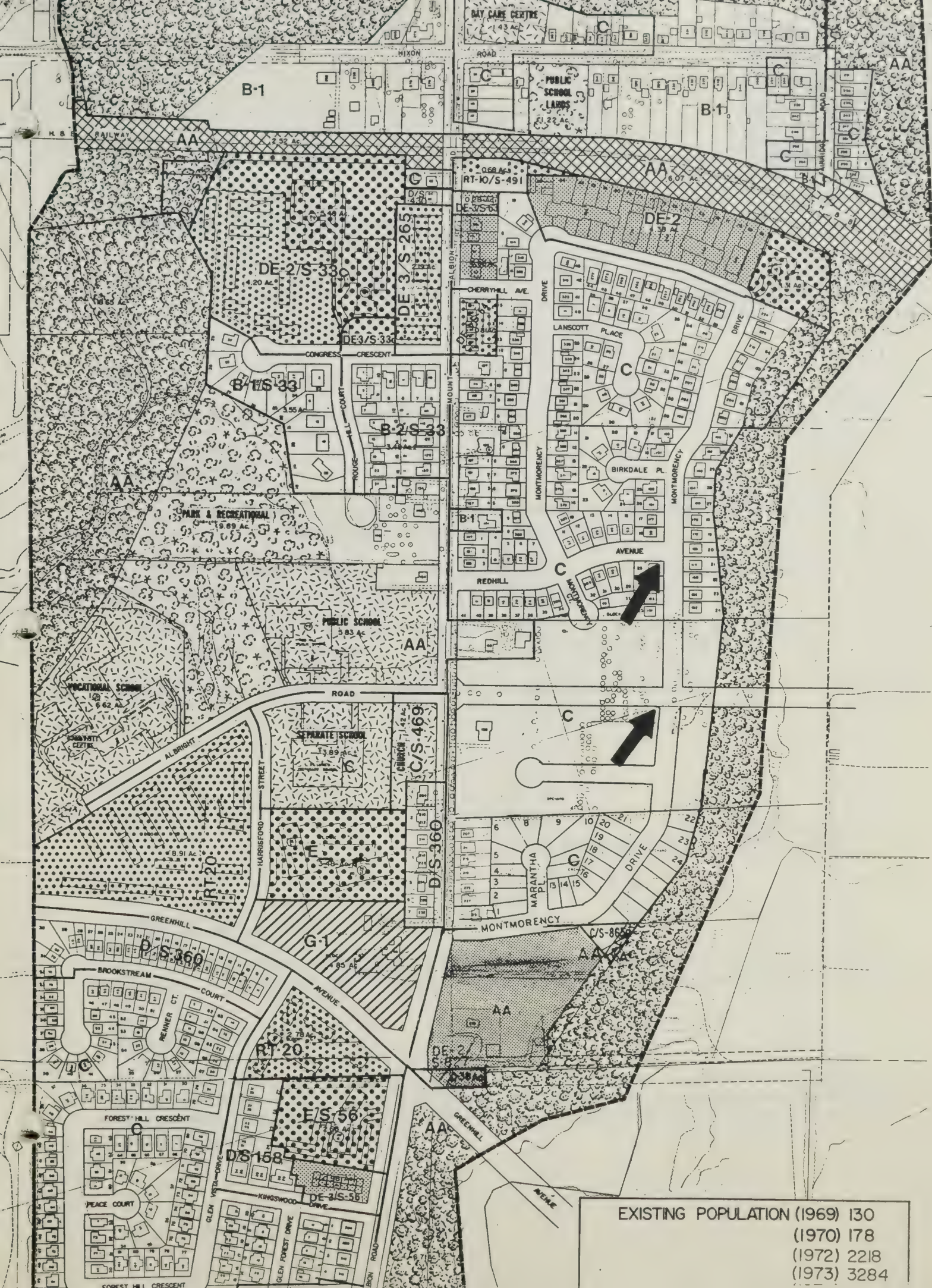
Alderman Fred Lombardo recently asked the Traffic Department to investigate the possibility of erecting a stop sign on Red Hill at Montmorency and implementing all-way stop control at the intersection of Albright and Montmorency. The Traffic Department has reviewed conditions at these intersections and has the following report:

1. Intersection of Red Hill Avenue and Montmorency Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that the intersection is operating safely with no reported collisions in the past six years. Thus, there appears to be no compelling reason to erect a stop sign. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Red Hill would be required to stop for northbound and southbound traffic on Montmorency. Therefore, the Traffic Department concurs with the request.

2. Intersection of Albright Road and Montmorency Drive.

The subject intersection is a new four-leg intersection, and presently, there are no intersection control signs. The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. The intersection of Albright and Montmorency meets at least one criterion, in that this is an intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request.



EXISTING POPULATION (1969)	130
(1970)	178
(1972)	2218
(1973)	3284

FOR ACTION

29 (4)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

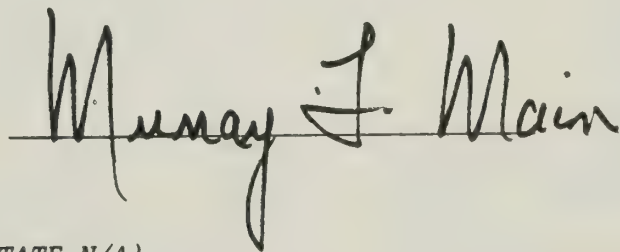
DATE: 1989 August 14
COMM FILE: TEC-153(a)-89
DEPT FILE: 3-9.4

SUBJECT:

Barnstown Neighbourhood - Intersection Control.

RECOMMENDATION:

- a) That northbound traffic on Lancer Court be required to stop for eastbound and westbound traffic on Hussar Avenue; and
- b) That westbound traffic on Josephine Drive be required to stop for northbound and southbound traffic on Dublin Drive; and
- c) That eastbound traffic on Dublin Drive be required to stop for northbound and southbound traffic on Josephine Drive; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. B. Durka, 31 Delancey Boulevard, that a review of 10 intersections within the Barnsdale Neighbourhood be undertaken with a view to erecting stop signs to control the right-of-way of traffic at these intersections.

The City Council, on 1989 July 25, approved stop control at seven of the intersections noted in Mrs. Durka's letter. The remaining three intersections are all "T" type intersections, and presently, there are no intersection control signs. Traffic Department records indicate that these intersections are operating safely with no reported collisions at either intersection since their construction. Thus, there appears to be no compelling reason to erect stop signs. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department recommends that stop control be implemented on the stem of these "T" type intersections.

FOR ACTION

29 (9)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

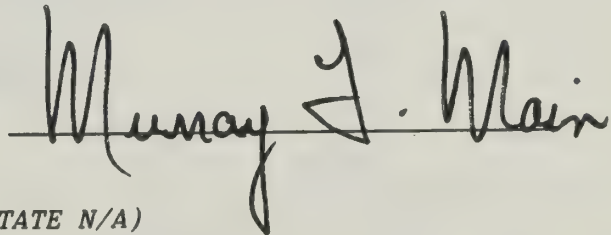
DATE: 1989 August 14
COMM FILE: TEC-192-89
DEPT FILE: 3-9.4

SUBJECT:

Intersection of Greencedar Drive and Greenguild Avenue - Intersection Control.

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Greencedar Drive and Greenguild Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



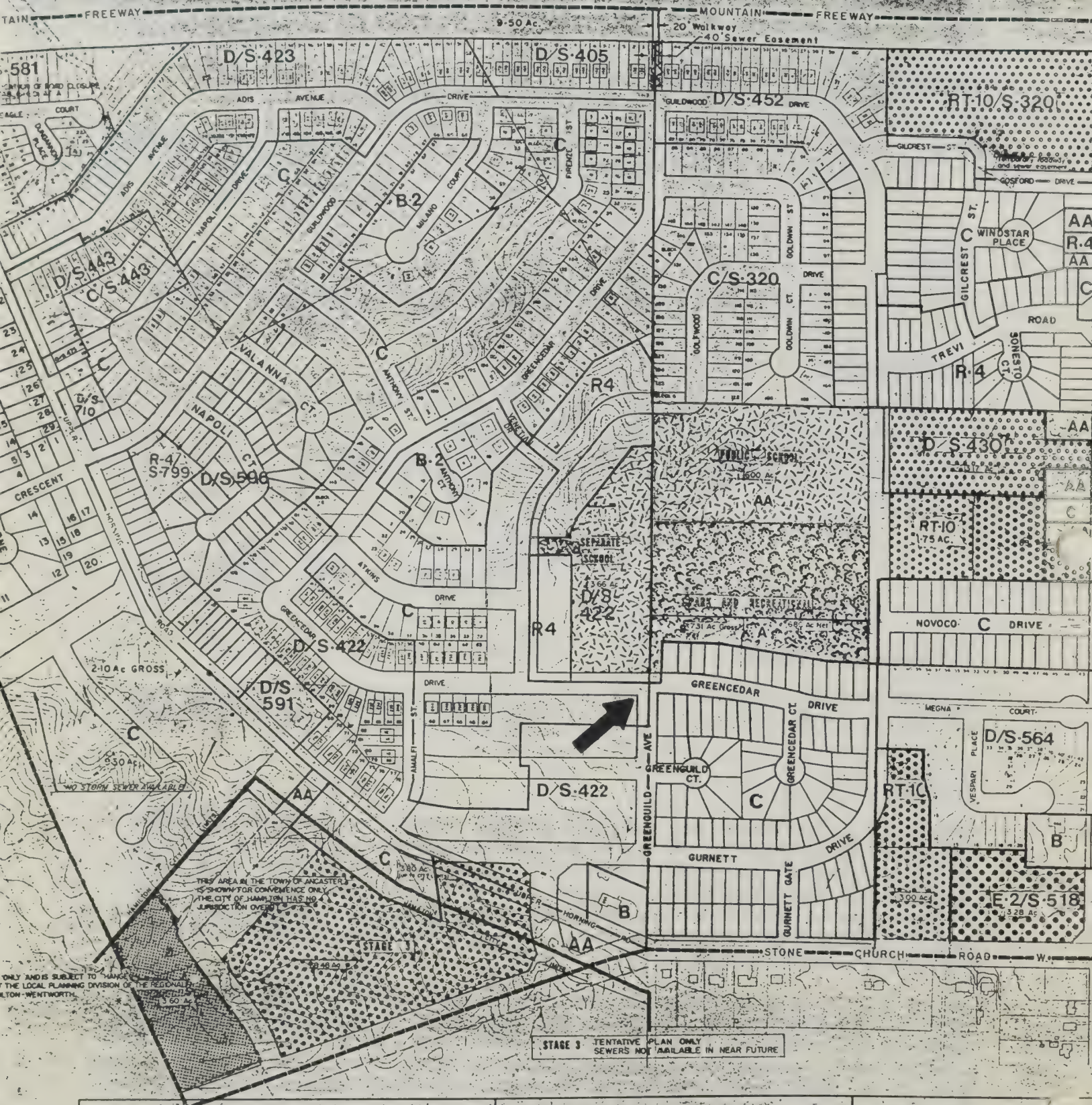
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received several complaints from area residents regarding an increase in the volume of traffic on Greencedar between Amalfi and Guildwood due to the recent closure of Upper Horning at Stonechurch. The complainants have requested the implementation of three-way stop control at the intersection of Greencedar and Golfwood or Greencedar and Greenguild, since a new elementary school located on the northeast corner of Golfwood and Greencedar will be opening in September of this year.

The Traffic Department recently investigated these intersections and concluded that the intersection of Greencedar and Greenguild is operating safely with no reported collisions in recent years. However, the intersection meets at least one of the criterion for all-way stop control due to its proximity to the front door of the new elementary school. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Greencedar and Greenguild.



EXISTING POPULATION (1969) 86

(1970) 90

(1971) 81

(1972) 65

(1973) 47

(1974) 39

(1975) 35

LAND USE

RESIDENTIAL



single & double



attached housing



low density apts.



medium density apts.



high density apts.

Neighbourhood
Zoning Boundary
Staging of Development
Boundary

Approvals
Planning Bd. FEB. 2, 1979 Council
Revisions

OCT. 20, 1979
JUNE 12, 1980

FOR ACTION

29 CHY

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 15

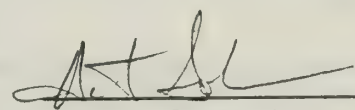
COMM FILE:

DEPT FILE: TEC-200-89

SUBJECT: Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

- That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and,
- That further studies be conducted in the vicinity of the St. Anthony's of Padua School in September to assess the need for measures to assist pedestrian crossings in this area of Greenhill Avenue.


FOR M.F. MAIN

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of \$260,000 per year.

BACKGROUND:

Greenhill Avenue has recently been opened as a through street in the area between Quigley Road and King Street, and this has lead to concern from residents on the street that the volume and speed of traffic may be excessive in terms of their expectation of residential amenities along the street. Alderman Domonic Agostino is in receipt of petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavorotti Court. The purpose of the stop signs would be to arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as in now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill Avenue will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

The roadway was opened between Quigley and King on 1989 July 21, and therefore, sufficient time has not elapsed to allow traffic conditions to stabilize such that a true indication of the volumes and speeds of traffic using the street can be obtained at this time. Nonetheless, traffic studies were conducted on 1989 August 11, and indicate that the daily traffic volumes on Greenhill Avenue in this area are approximately 3975 vehicles per day just east of Quigley Road, and 4500 vehicles per day in the area south of King Street.

This is a very low volume for an arterial street since typical arterials carry approximately 20,000 vehicles per day and can range as high as 40,000 vehicles per day. Speed studies indicate that the 85th percentile speed (the speed at or below which is 85% of all traffic is travelling) is somewhat lower than most arterial streets at between 50 to 55 km/h

One area of concern is the area of the school adjacent to Ambrose Avenue. A school traffic officer has been approved for the intersection of Greenhill and Ambrose, and this provision should be adequate to accommodate school crossings at this location. However, another possibility would be to repaint the roadway to paint a centre median refuge in the area of the school, to assist in pedestrian crossings at all times of the day. The need for this can only be assessed after children have returned to school in September.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill

Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,000 to 4,500 vehicles per day, and the speed of traffic is relatively low with an 85 percentile speed of just over 50km/h. Therefore, it recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved.



THE CORPORATION OF THE CITY OF
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3

29cin

1989 July 12

Alderman H. Merling
c/o Alderman's Office
City Hall

Re: Intersection of Mentino Crescent/Mentino Court
and Enola Avenue - Intersection Control

Dear Alderman Merling:

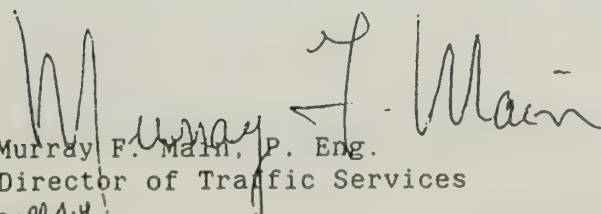
We refer to your letter dated 1989 June 21, and to the attached copy of a letter from Elaine Wallace, 7 Mentino Court, requesting that a stop sign be erected on Enola at Mentino. Staff have investigated this request and have the following report:

The subject intersection is a four leg intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its construction in 1977. Thus, the intersection has operated safely. However, it has been the policy of the Traffic Department to control all four leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced collisions at local residential street intersections by approximately 50 percent. Therefore, although there has not been a documented collision problem at the intersection, it would be appropriate to implement two-way stop control at this intersection. However, since there is presently a stop for northbound traffic on Enola one block north of Mentino, it would be appropriate to stop eastbound and westbound traffic on Mentino at Enola rather than to provide an additional stop on Enola.

We will make this recommendation at the next meeting of the Transport and Environment Committee, unless you advise that you are not in agreement.

We trust this is satisfactory to you. However, if you wish to review this matter in further detail, please advise.

Yours truly,


Murray F. Main, P. Eng.
Director of Traffic Services
CVB/MH/sd



CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman — Transport &
Environment
Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 389-5903 — WARD 7

June 21. 1989

FILE				
REC'D JUN 30 1989				
To	Initials	Info.	Act	R
M.F.M.				
H.L.S.				
R.W.K.				
M.B.H.				
R.W.H.				
W.L.D.				
B.J.M.				
M.A.S.				
E.R.S.				

Mr. Marty Hazell
Traffic Department

Dear Sir,

RE: REQUEST FOR STOP SIGN ON ENOLA AVENUE AT MENTINO COURT

I am enclosing a copy of a letter I received from a resident of Mentino Court, which is self-explanatory.

Would you please study the feasibility of placing a stop sign at the above location and advise as to the results of your investigation.

Thank you.

Yours sincerely,

Henry Merling
Alderman, Ward 7
Chairman
Transport & Environment Committee

HM:wt

Enc.

FOR ACTION

30 car

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 July 19
COMM FILE: 3-9.3
DEPT FILE: TEC-173-89

SUBJECT: North side of Cannon Street West, east of Park Street North - Parking Regulations.

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of Cannon Street from Park Street North to a point 75 feet easterly therefrom, be removed; and
- b) That a "No Stopping" regulation be implemented on the north side of Cannon Street from Park Street North to a point 93 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

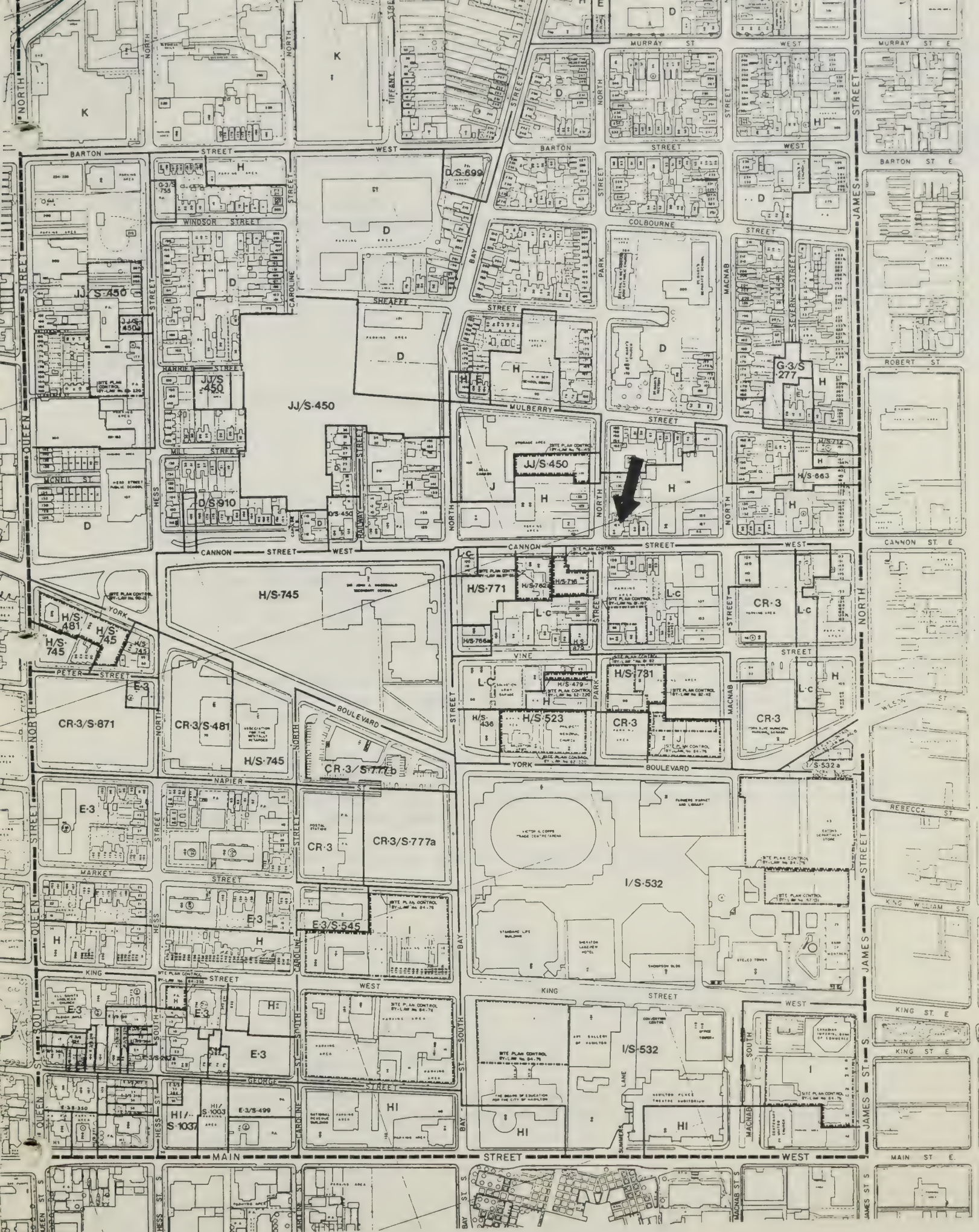
The Traffic Department has received a request from Mrs. Anna Marie Fennell, 64 Cannon Street West, that the existing "No Parking" regulation on the north side of Cannon immediately adjacent to her home be relocated to the east side of her driveway since parked vehicles frequently obstruct driveway access.

Presently, there is a "one hour parking time limit" regulation on the north side of Cannon, east of Mrs. Fennell's driveway and a "No Parking" regulation to the west. An investigation has revealed that the "No Parking" regulation west of Mrs. Fennell's driveway was implemented in 1966 to improve visibility for southbound motorists on Park attempting to enter Cannon.

Although stopping is prohibited in front of and within 18 inches on either side of the applicant's driveway whether "No Stopping" signs are in place or not, the

1

Traffic Department has concluded that the existing corner clearance should be a stopping prohibition rather than a parking prohibition since the purpose of the regulation is to improve visibility for motorists such that loading and unloading should not be encouraged at this location. Therefore, the Traffic Department recommends that the existing "No Parking" regulation on the north side of Cannon, east of Park, be changed to "No Stopping", and that the regulation be extended by 18 feet to cover Mrs. Fennell's driveway approach. The Traffic Department would not anticipate any complaints since the proposal will not result in any loss of on-street parking.



FOR ACTION

30

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

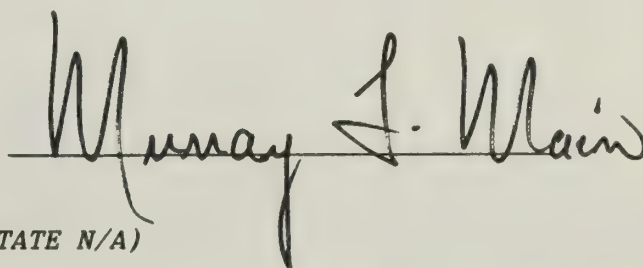
DATE: 1989 August 3
COMM FILE: TEC-181-89
DEPT FILE: 3-9.2

SUBJECT:

Gibson Avenue from Barton Street East to northerly end - Parking Regulations.

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Gibson Avenue from Barton Street East to northerly end, such that parking is prohibited:
- on the west side of this street during the months of December, January, February, and March, and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
 - on the east side of this street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the existing "One Hour Parking Time Limit, 9:00 a.m. to 7:00 p.m., Monday to Friday" regulation on the east side and the full-time parking prohibition on the west side of Gibson, between Barton Street and the northerly end be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

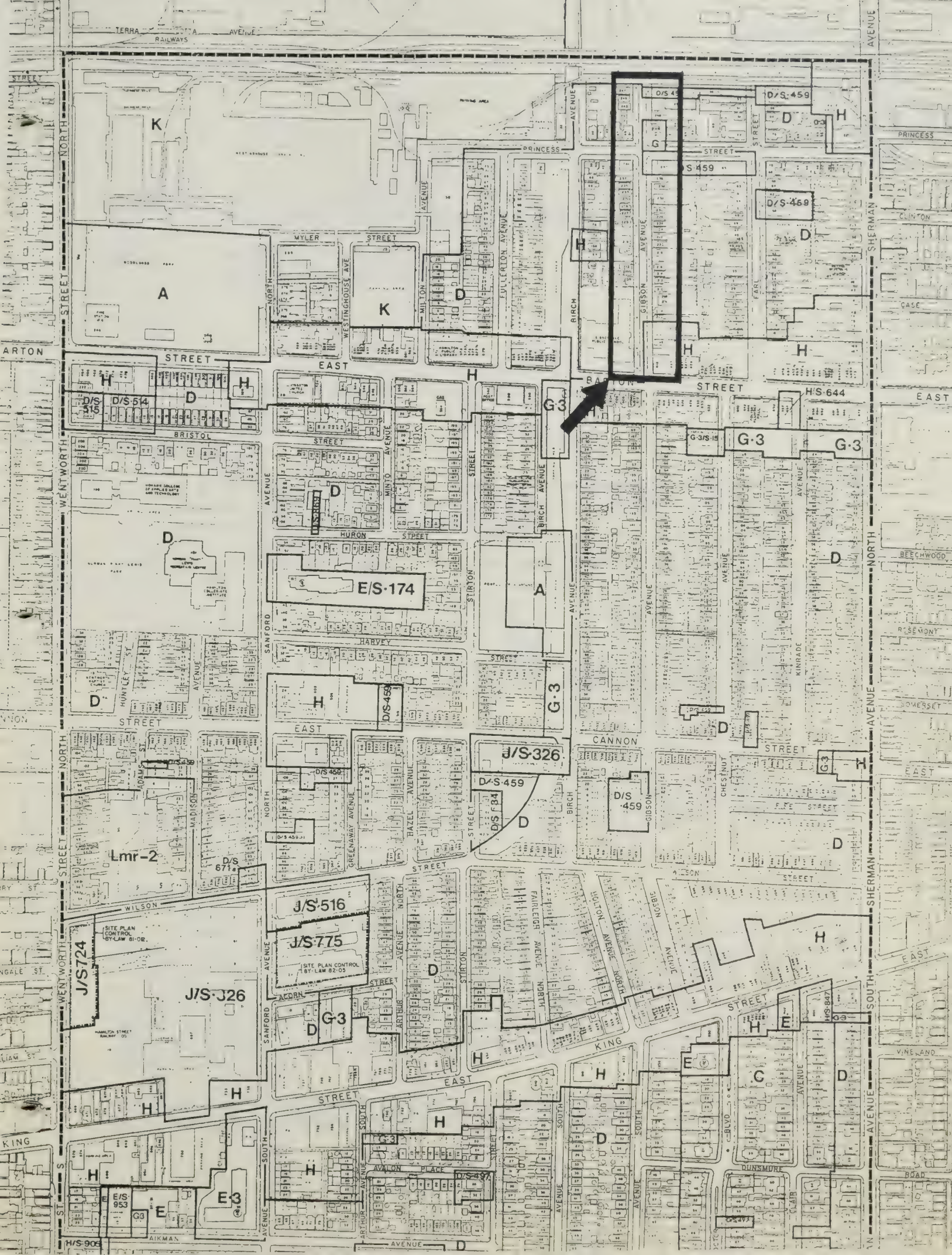
BACKGROUND:

The Traffic Department has received a letter from Alderman Don Drury and attached petition signed by representatives of 23 of the 41 residential properties abutting Gibson Avenue between Barton Street East and the northerly end, requesting that an "Alternate Side Parking" regulation be implemented on the street in place of the existing regulations. This section of Gibson Street presently has a "One Hour Parking Time Limit, 9:00 a.m. to 7:00 p.m., Monday to Friday" regulation on the east side and a full-time parking prohibition on the west side.

The resident who circulated the petition has informed the Traffic Department that the existing time limit regulation is no longer required since Westinghouse has reduced their operations at the Barton Street Plant, and non-resident parking by employees will no longer be a problem.

The Committee has adopted a policy of requiring that no less than two thirds (66%) of the abutting residents be contacted regarding changes to parking regulations. The purpose of this policy is to reduce the chances of further requests for changes to the regulations. In this particular case, only 56 percent of the abutting residents have been contacted, but all have indicated their support for the proposed "Alternate Side Parking" regulation. Therefore, on the basis that Alderman Drury also supports the request, the Traffic Department concurs with this request.

It will also be necessary to implement a "No Parking, 7:00 a.m. - 6:00 p.m, Monday to Saturday" regulation on the west side along the flankage of Gibson School, in accordance with a general by-law provision. Therefore, it would be appropriate to allow parking on the east side of the street during the winter months in order to maximize the number of on-street parking spaces. The proposed regulations existed prior to 1982 when the residents petitioned for the existing regulations.



FOR ACTION

30cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

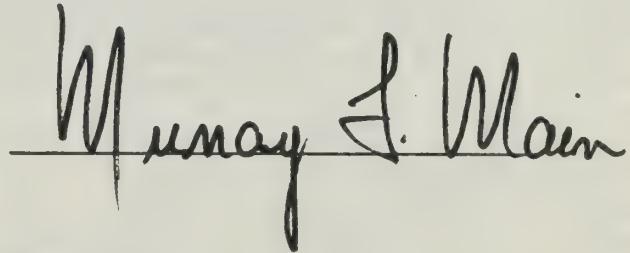
DATE: 1989 August 14
COMM FILE: TEC-198-89
DEPT FILE: 3-9.2

SUBJECT:

George Street, east of Caroline Street North - Parking Regulations.

RECOMMENDATION:

- a) That a "No Stopping Anytime" regulation be implemented on the south side of George Street commencing at Caroline Street North and extending to a point 250 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

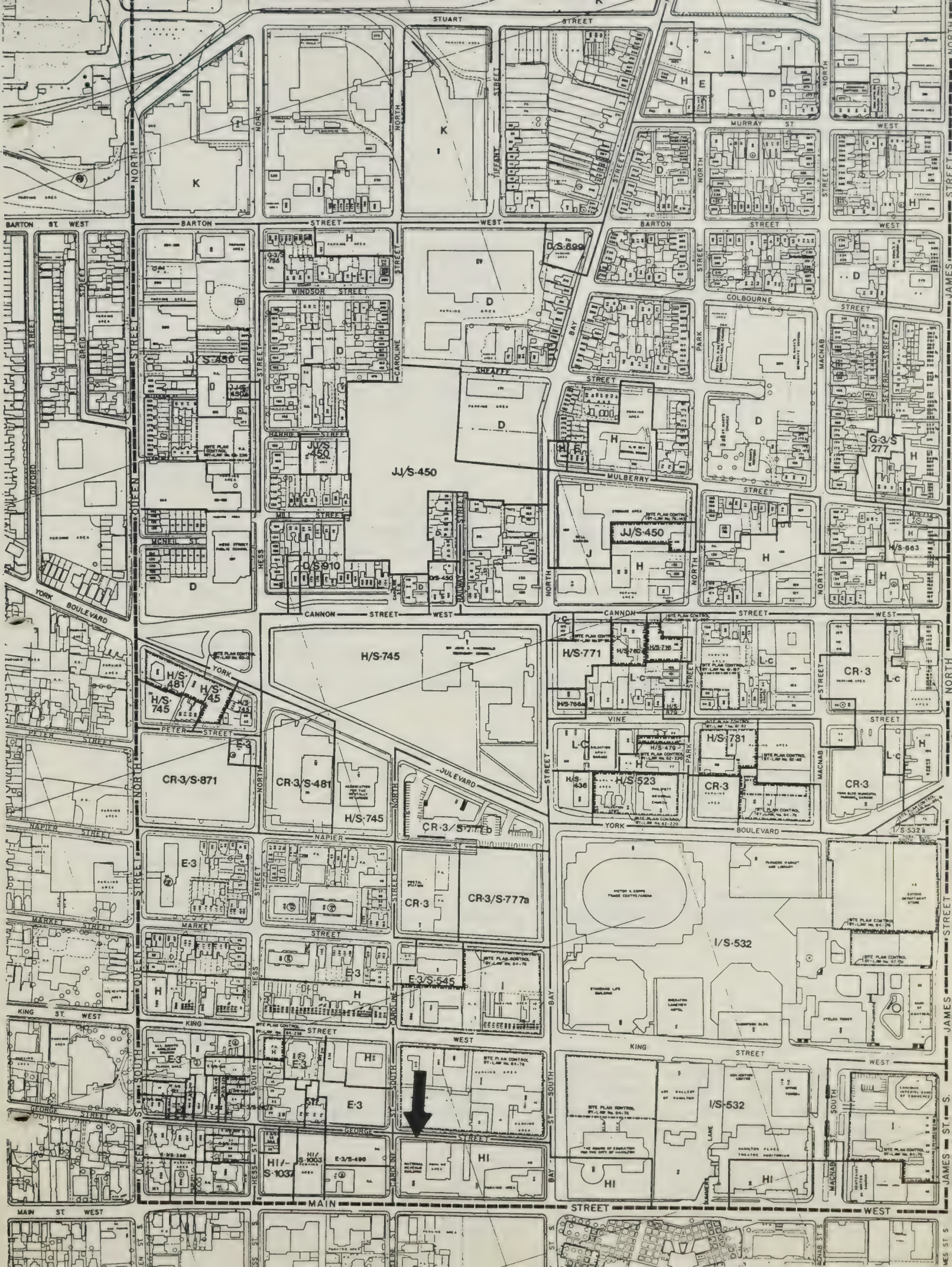
There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. G. Soules, Property Manager of the National Revenue Building, 150 Main Street West, has requested the implementation of a "No Stopping" regulation across the rear of the property on George Street. The reason for this request is to prevent tractor-trailer units loading and unloading motor vehicles at Hamilton Motor Products on George Street. Tractor trailers stopped at this location apparently emanate fumes which are drawn into the air ventilating units situated at the rear of the National Revenue building resulting in complaints by employees.

The south side of George Street is presently signed "No Parking", and therefore, motor vehicles may legally be stopped for the purpose of loading and unloading.

There is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street. However, to improve the situation for the National Revenue building, it would be appropriate to prohibit stopping on the south side of George Street between Caroline Street North and the easterly limit of the National Revenue building. The manager of Hamilton Motor Products has advised that they concur with this recommendation since loading and unloading would still be permitted on both sides of the remainder of George Street in this block.



FOR ACTION

30 Oct

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

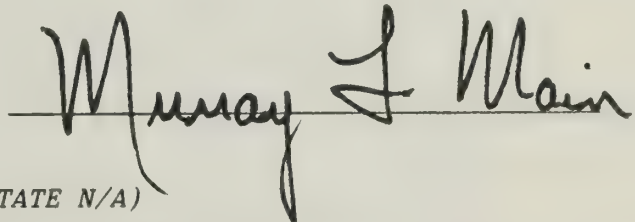
DATE: 1989 August 14
COMM FILE: TEC-194-89
DEPT FILE: 3-9.2

SUBJECT:

East side of Locke Street North between Peter Street and Napier Street - Parking Regulations.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Locke Street North commencing 80 feet north of Napier Street and extending to a point 152 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first four eligible applicants residing in a one, two or three family dwelling abutting the block; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all five of the one, two and three family dwellings abutting Locke Street North between Peter Street and Napier Street, requesting that a permit parking regulation be implemented on the east side of the street in front of their

homes. Presently, there is a parking prohibition on the west side and unrestricted free parking on the east side of Locke Street in this block.

The resident who circulated the petition has expressed concern regarding non-resident parking during recreational activities at Victoria Park. A permit parking regulation would eliminate non-resident parking entirely, since only residents of one, two and three family dwellings abutting the block would be entitled to purchase permits to park their vehicles on the street in this area.

An investigation has revealed that there are 10 legal on-street parking spaces in the block, and the petition indicates that four parking permits would be required by abutting residents. Therefore, it would be appropriate to limit the permit parking area only to the five legal spaces across the frontage of the properties whose residents require permits, and to leave unrestricted free parking along the flankage of a residential property at the north-east corner of Locke and Napier and along the flankage of a variety store at the south-east corner of Locke and Peter. This would leave five legal on-street parking spaces for other motorists who wish to park on the street. Therefore, since 100 percent of abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

30(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

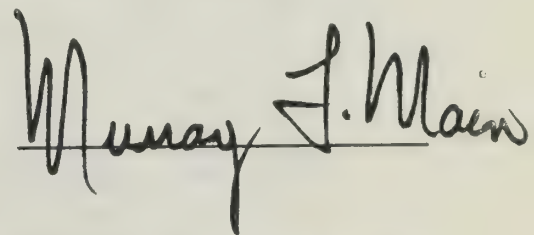
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 July 25
COMM FILE: 3-9.2
DEPT FILE: TEC-183-89

SUBJECT: Elgar Avenue between Limeridge Road and Fassett Avenue - Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Fire Chief, a parking prohibition be implemented on the west side of Elgar Avenue between Limeridge Road and Fassett Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



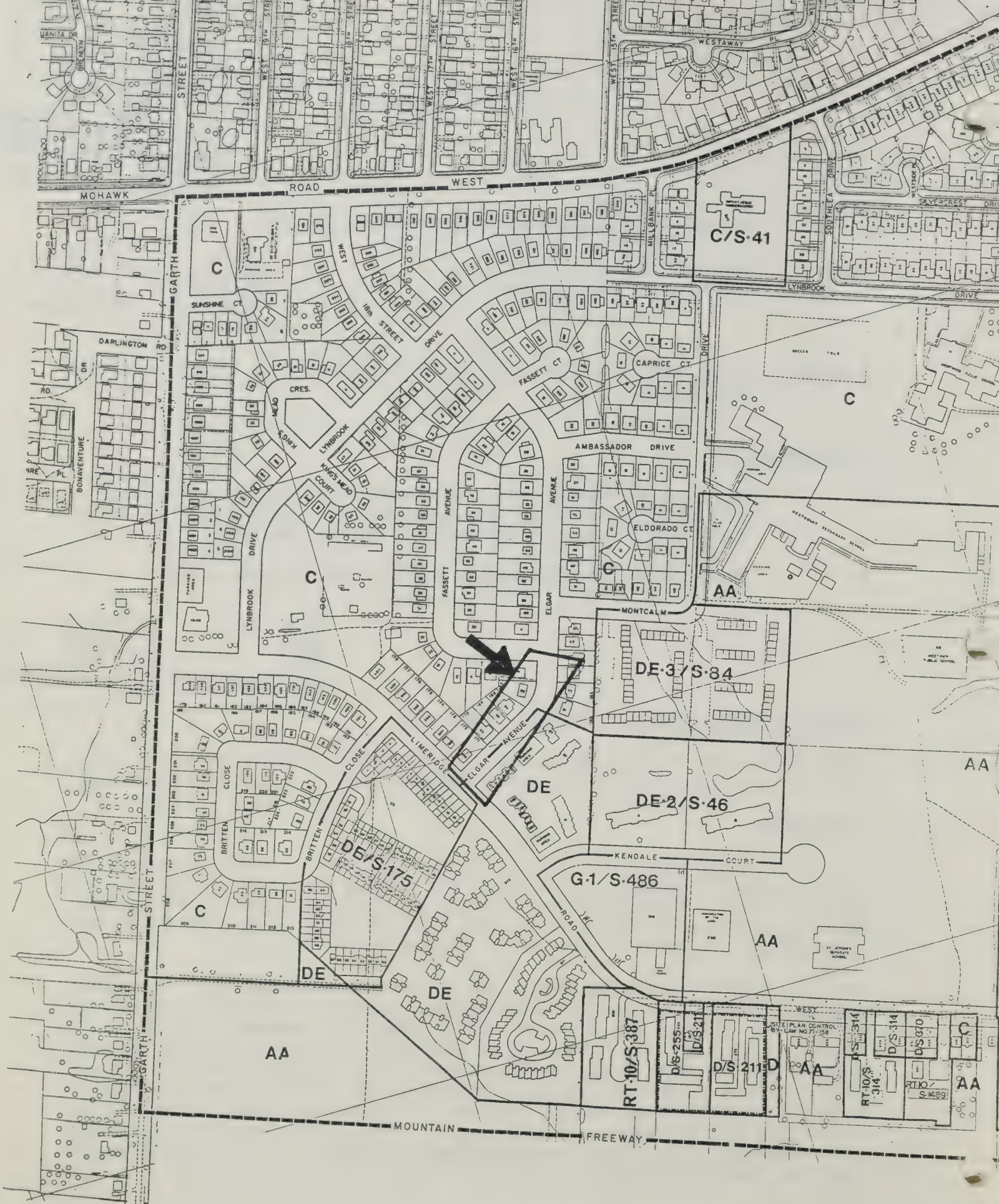
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department, on behalf of Alderman Don Ross, recently requested the Fire Department's opinion on whether or not parking should be removed from one side of Elgar as a safety measure related to potential access by fire trucks. Presently, parking is permitted on both sides of Elgar, except for a 112 foot "No Parking" area on the west side of Elgar north of Limeridge.

The Fire Chief has advised that, "due to the curve in the road, the nearby townhouse complex and the volumes of traffic" a parking prohibition in the block between Limeridge and Fassett would improve access by emergency vehicles in the event of a fire. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, the Traffic Department concurs with the recommendation of the Hamilton Fire Department, and recommends that the parking prohibition be on the west side in front of the single family homes, since otherwise, this side of the street would continue to be occupied by parked vehicles from the townhouses on the east side.



FOR ACTION

30k-f)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

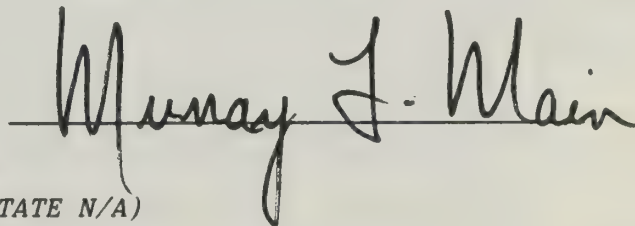
DATE: 1989 August 14
COMM FILE: TEC-197-89
DEPT FILE: 3-9.2

SUBJECT:

Munn Street between Upper Sherman Avenue and East 33rd Street - Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the both sides of Munn Street between Upper Sherman Avenue and East 33rd Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



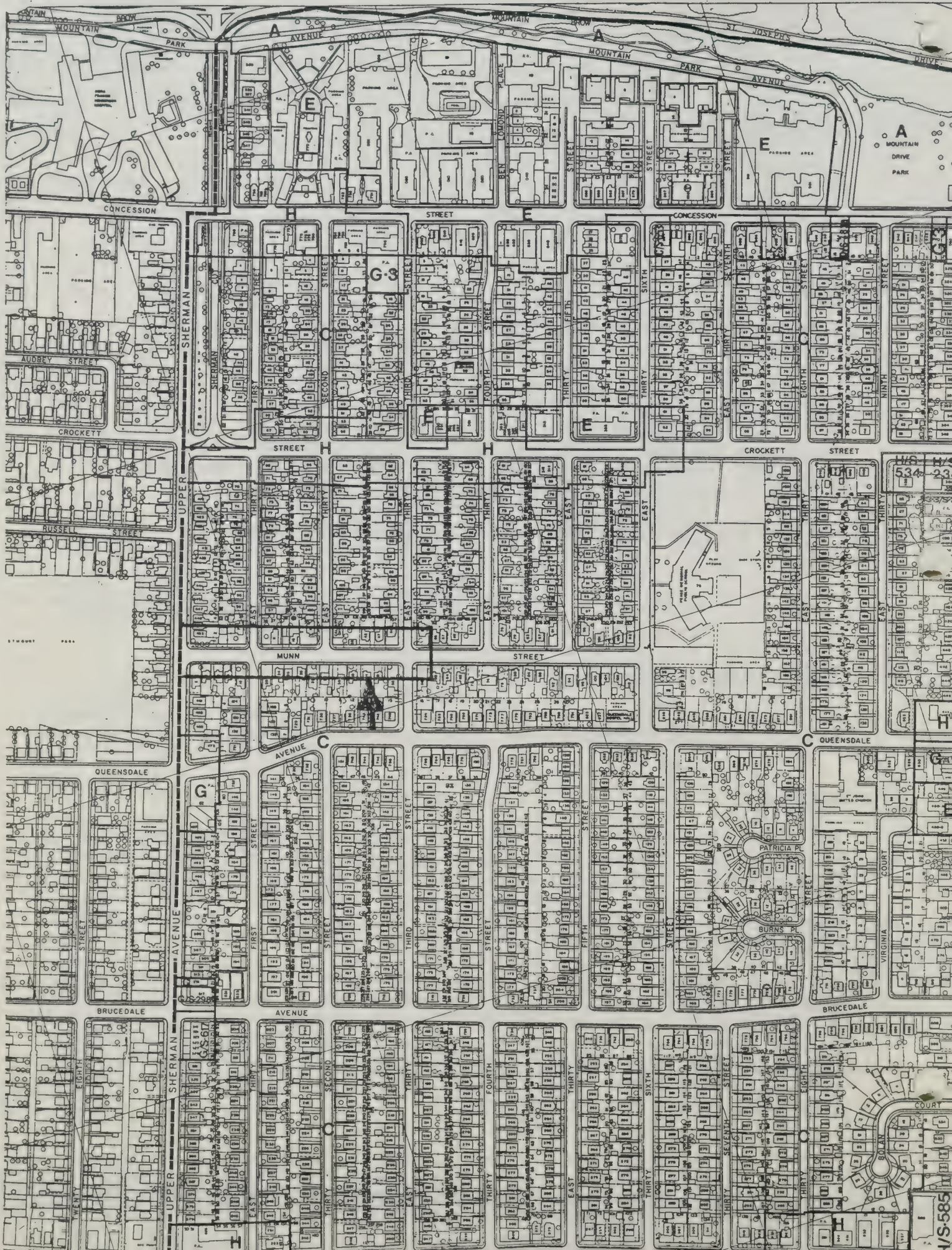
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 21 of the 25 one, two and three family dwellings abutting Munn between Upper Sherman and East 33rd. Two residents who signed the petition are opposed while 19 are in favour of the implementation of a one hour parking time limit regulation on the both sides of the street in this block. Presently, there is unrestricted parking on both sides of this 40 foot wide street.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and visitors of the Henderson Hospital. A one hour parking time limit regulation would eliminate long-term non-resident parking since only area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 76% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

31(ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

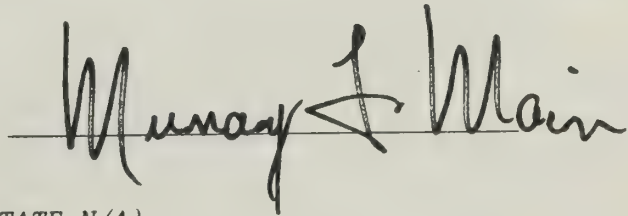
DATE: 1989 July 13
COMM FILE: TEC-156-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Greenhill Avenue and Ambrose Avenue - School Traffic Officer.

RECOMMENDATION:

That the temporary placement of a school traffic officer to the intersection of Greenhill Avenue and Hildegard Drive, as approved by the City Council on 1989 January 31, be relocated to the intersection of Greenhill Avenue and Ambrose Avenue.

A handwritten signature in dark ink, reading "Murray F. Main". The signature is written over a horizontal line.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

In November, 1988, Alderman D. Agostino forwarded a letter to the Traffic Department requesting that a school traffic officer be assigned to the intersection of Greenhill and Hildegard. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1989 January 04, and concluded that a school traffic officer was not required at this intersection. As a result of a tie vote at the Transport and Environment Committee, the City Council considered this matter on 1989 January 31 and approved Alderman Agostino's request for a school traffic officer at Greenhill and Hildegard on a three month trial period beginning in September 1989.

In June 1989, Alderman Agostino contacted the Traffic Department and requested that this area be studied again with a view to relocating the school traffic

officer to the intersection of Greenhill and Ambrose. The Regional Police have reviewed the area and although it is still concluded that a school traffic officer is not required, the Regional Police have advised that the intersection of Greenhill and Ambrose would be a more suitable location since it is closer to the front of St. Anthony of Padua School. Therefore, the Regional Police and Traffic Departments concur with Alderman Agostino's suggestion that the approved school traffic officer be relocated to Greenhill and Ambrose.

FOR ACTION

31(c6)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

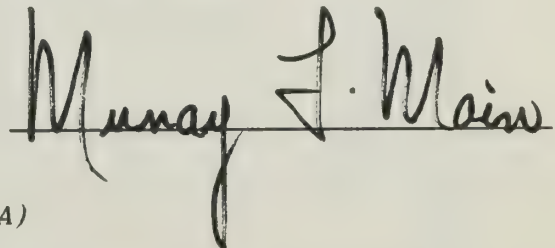
DATE: 1989 July 24
COMM FILE:
DEPT FILE: TEC-175-89

SUBJECT:

Intersection of Limeridge Road and Rockingham Drive - Request for a School Traffic Officer.

RECOMMENDATIONS:

- (a) That, in accordance with the recommendation of the Regional Police Department, a school traffic officer not be assigned to the intersection of Limeridge Road and Rockingham Drive at this time; and
- (b) That the Regional Police be directed to conduct an investigation into alternative forms of transportation for the students; and
- (c) That the intersection be re-studied in September, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The Regional Police have advised that the present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$7,226. However, no funds have been budgeted for additional school traffic officers for the remainder of 1989.

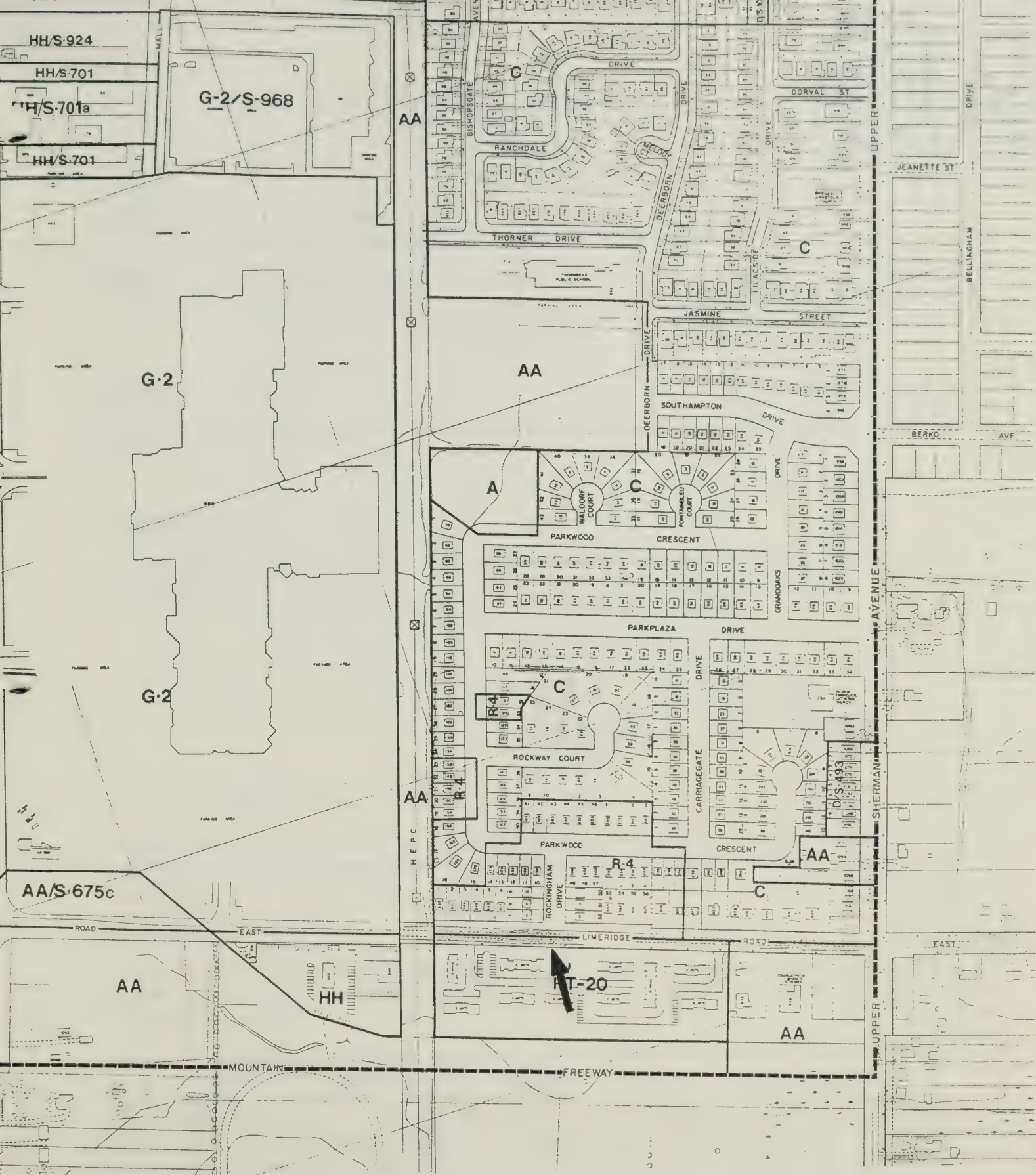
BACKGROUND:

Alderman Henry Merling recently requested that an investigation be made into the need for a school traffic officer at the intersection of Limeridge Road and Rockingham Drive. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this intersection on 1989 June 6 and 8, and found only six children crossing Limeridge on one occasion and only child crossing Limeridge on the second occasion. The Regional Police have therefore, recommended that a school traffic officer not be assigned to this intersection at this time, but that an investigation be made into alternative forms of transportation for these students, and that the intersection be re-studied in September, 1989.

Traffic Department records indicate that the collision rate at this intersection has been very good, with an average of only one collision per year in recent years and none of these collisions involved pedestrians. Thus, it has been concluded that the intersection is operating relatively safely and the Traffic Department concurs with the recommendations of the Regional Police.

cc. Mrs. D. Buist
School Traffic Administrator



FOR ACTION

31(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

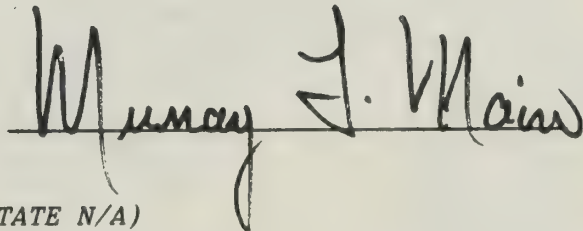
DATE: 1989 July 19
COMM FILE: TEC-158-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Nash Road North and Kentley Drive - Request for a School Traffic Officer.

RECOMMENDATION:

That a school traffic officer not be assigned to the intersection of Nash Road North and Kentley Drive.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer to any intersection in the City is \$7,226.00, and presently, there are no funds budgeted for additional school traffic officers.

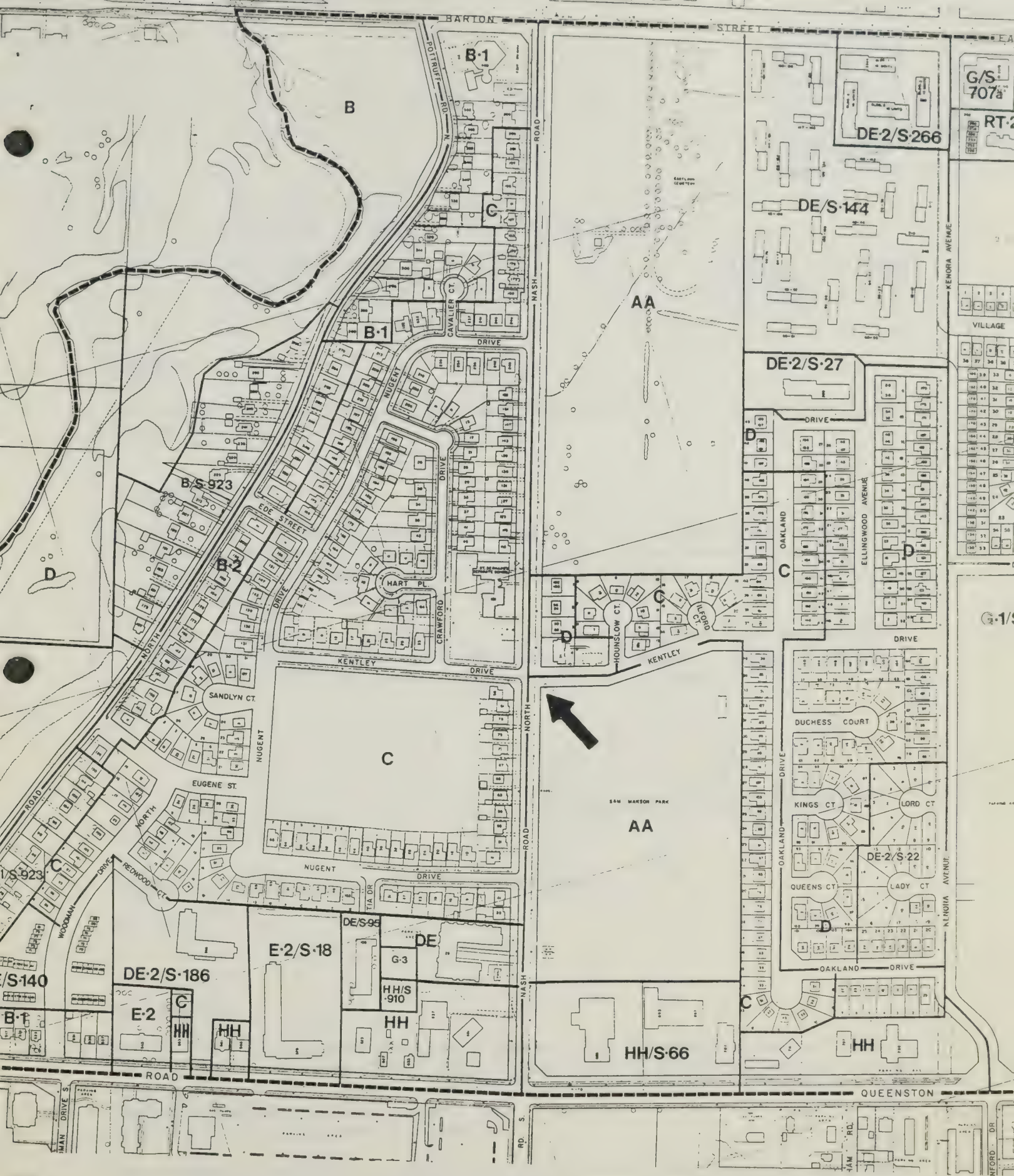
BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. John Nosale, 32 Nugent Drive, that a school traffic officer be assigned to the intersection of Nash and Kentley.

The intersection of Nash and Kentley is a signalized four-leg intersection. Traffic Department records indicate that there have been no reported pedestrian collisions in at least the past seven years. The traffic signal alternates the right-of-way at the intersection such that the pedestrian has adequate opportunity to cross the roadway. However, the Traffic Department conducted studies to determine whether there are any behavioural problems such as motorists not yielding to the pedestrians, pedestrians crossing against the light or motorists running the light or whether there was any delay to pedestrians because of turning movements, etc.

The Traffic Department conducted studies at this intersection on 1989 June 27, and observed 130 crossing movements by children on Nash and 29 crossing movements by children on Kentley during the three school crossing periods. The Traffic Department has concluded that the children had absolutely no problem crossing with the traffic signal, and that there were no incidents of conflict between pedestrian and vehicular traffic whatsoever. Therefore, the Traffic Department cannot support the request to assign a school traffic officer at Nash and Kentley at this time.

cc. Mrs. D. Buist, School Traffic Administrator



FOR ACTION

31ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

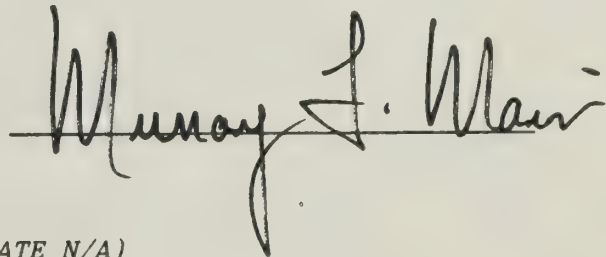
DATE: 1989 August 14
COMM FILE: TEC-170-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Upper Paradise and Megna Court/Gemini Drive - Request for School Traffic Officer.

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Upper Paradise and Megna Court/Gemini Drive during the three school crossing periods; and
- b) That the Finance Committee be requested to recommend a method of financing \$2,750.00 to cover the cost of assigning a school traffic officer to this intersection for the remainder of 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above.

BACKGROUND:

The Traffic Department has received a request from Alderman Tom Murray on behalf of Mrs. Ross, 34 Vespari Place, that a school traffic officer be assigned to the intersection of Upper Paradise and Megna Court/Gemini Drive. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Megna Court/Gemini Drive is required to stop for

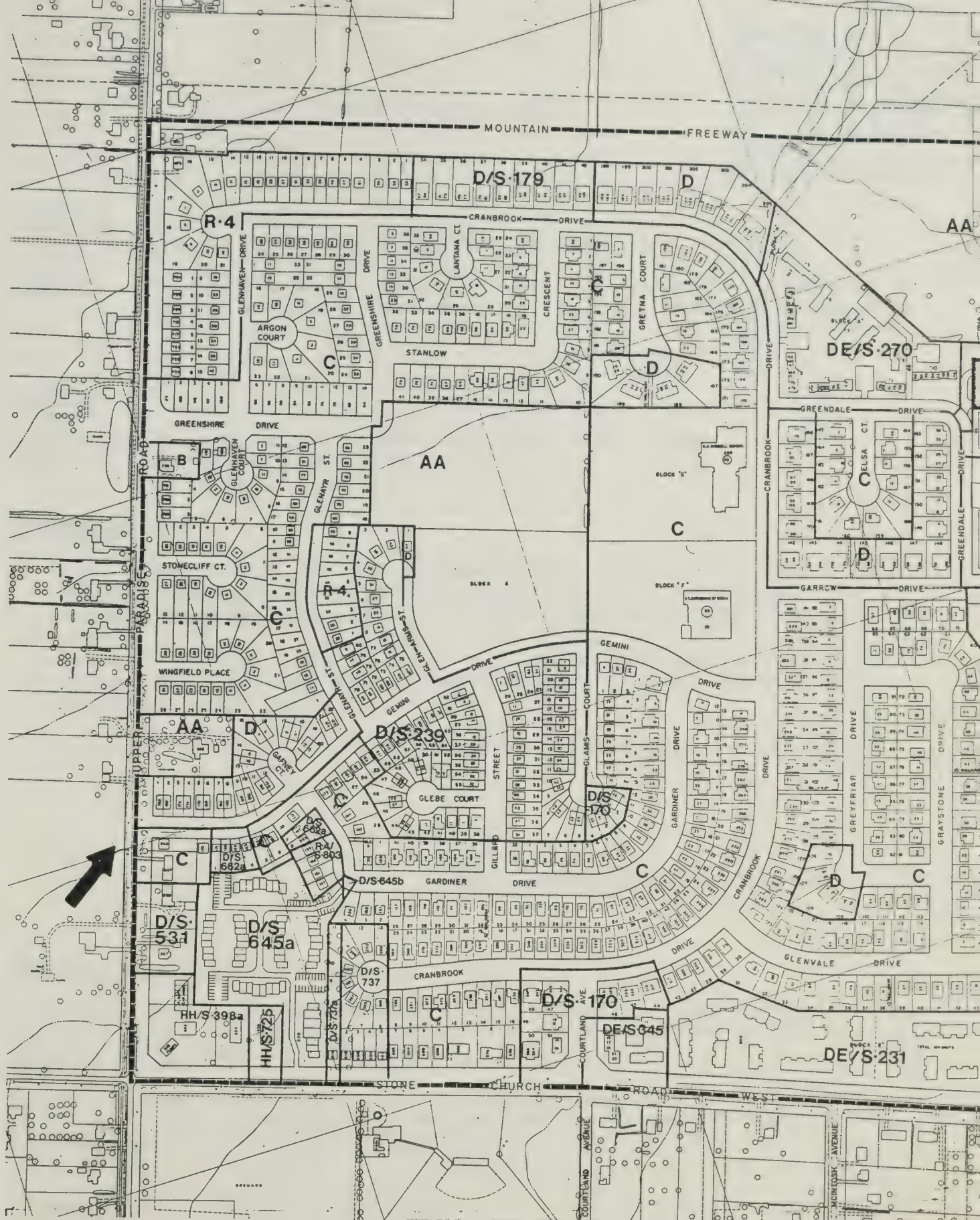
northbound and southbound traffic on Upper Paradise. Traffic Department records indicate that the intersection is operating relatively safely with only two reported collisions in the past six years, and neither of these collisions involved a pedestrian.

The Regional Police conducted studies at this location on 1989 June 19, and observed 91 crossing movements by children on Upper Paradise and six crossing movements by children on Megna Court/Gemini Drive during the three school crossing periods. The Regional Police concluded from these studies that there were insufficient gaps in the traffic flow for children to cross safely, and have recommended that a school traffic officer be assigned to this intersection. The Traffic Department concurs with the recommendation of the Hamilton-Wentworth Regional Police Department.

cc: Mr. E. Mathews, City Treasurer

cc: Mr. J. Thompson, Secretary
Finance Committee

cc: Mrs. D. Buist, School Traffic Administrator



FOR ACTION

31ce

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

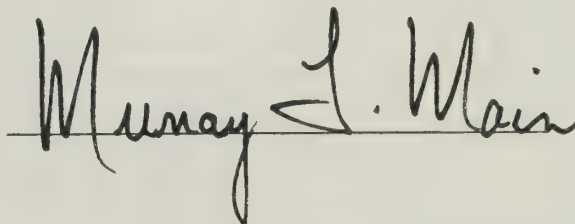
DATE: 1989 June 26
COMM FILE: TEC-145-89
DEPT FILE: 3-9.6/3-9.2

SUBJECT:

Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Roxborough Avenue and Graham Street North at this time; and
- b) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Roxborough Avenue from Graham Street North to Houghton Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882, and presently, there are no funds budgeted for additional school traffic officers.

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

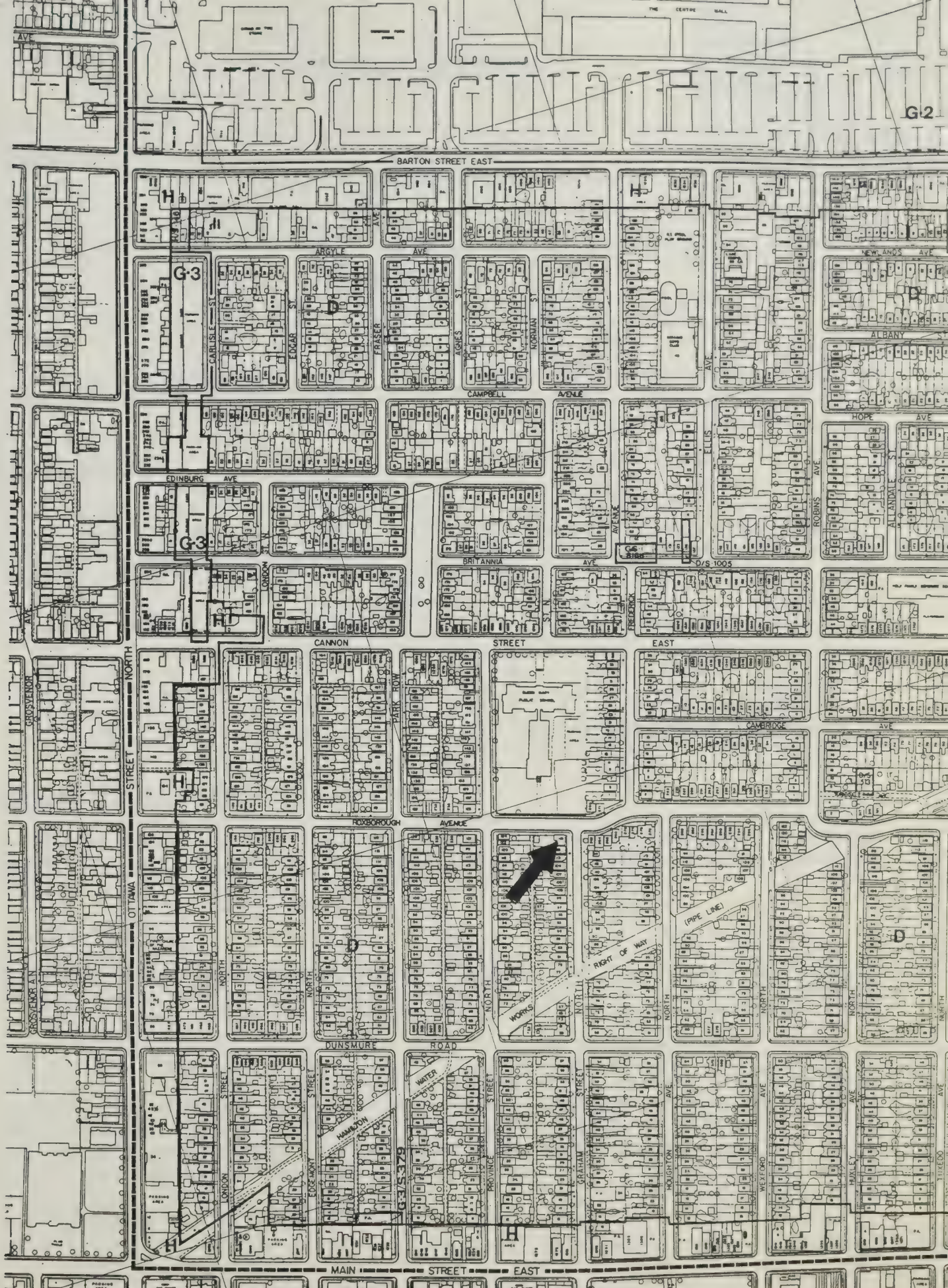
BACKGROUND:

The Traffic Department has received a letter from Mr. Doug Kelterborn of the Board of Education for the City of Hamilton on behalf of the area residents,

requesting that a school traffic officer be assigned to the intersection of Roxborough and Graham. The subject intersection is a "T" type intersection, and presently, northbound traffic on Graham is required to stop for eastbound and westbound traffic on Roxborough. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police for study.

The Regional Police Department conducted studies at this location on 1989 May 15th and 16th, and observed 142 crossing movements by children during the three school crossing periods (112 across Roxborough and 30 across Graham). The Regional Police have concluded, in part, that there were regular safe gaps for children to cross and have therefore, recommended that a school traffic officer not be assigned to the intersection at this time. However, the Regional Police have also recommended that parking be prohibited on the south side of Roxborough between Graham and Houghton to improve visibility for school children attempting to cross Roxborough in this area.

There have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely, and the Traffic Department concurs with the Regional Police that a school traffic officer is not required at this intersection at this time. The Traffic Department also concurs with the recommendation for a parking prohibition on the south side of Roxborough between Graham and Houghton, but recommends that the prohibition be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, to allow parking in this area at other times. Periodic observations have revealed that the street is lightly parked during the day and that the parked vehicles could be accommodated in other nearby on-street spaces. Therefore, no serious parking problems should result for abutting residents.



FOR ACTION

31 (cf)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

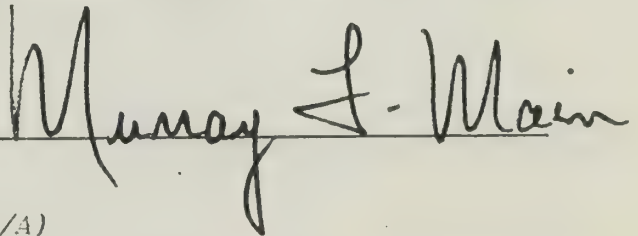
DATE: 1989 April 6
COMM FILE: TEC-88-89
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Upper Sherman Avenue and Jasmine Street - Relocation of School Traffic Officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer presently assigned to the intersection of Upper Sherman Avenue and Jasmine Street be relocated to the intersection of Upper Sherman Avenue and Southampton Drive/Berko Avenue.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of relocating the school crossing signs and pavement markings.

BACKGROUND:

The Regional Police Department conducted studies at the intersection of Upper Sherman Avenue and Jasmine Street on 1988 November 16 and at the intersection of Upper Sherman Avenue and Southampton Drive/Berko Avenue on 1988 November 9.

The Regional Police Department concluded from these studies that the School Traffic Officer which is presently situated at Jasmine would be more appropriately located one block southerly at Southampton/Berko in order to assist more children crossing Upper Sherman in this area. The studies indicate that only seven children crossed Upper Sherman at Jasmine during the three school crossing periods while 27 children crossed Upper Sherman at Southampton/Berko during the same hours. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

32.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

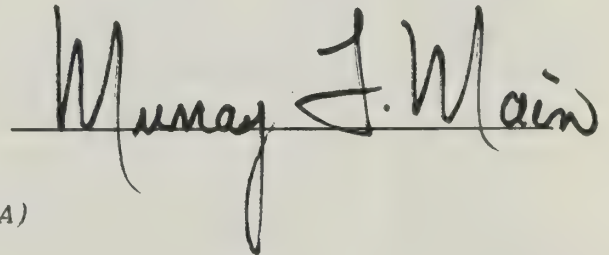
DATE: 1989 July 21
COMM FILE:
DEPT FILE: TEC-177-89

SUBJECT:

Closure of Comley Elementary School, 771 Limeridge Road East - Relocation of the existing School Traffic Officer.

RECOMMENDATIONS:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer which is presently situated at the intersection of Limeridge Road East and Leggett Crescent, be relocated approximately 500 feet east to the intersection of Limeridge Road East and Lockton Crescent.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

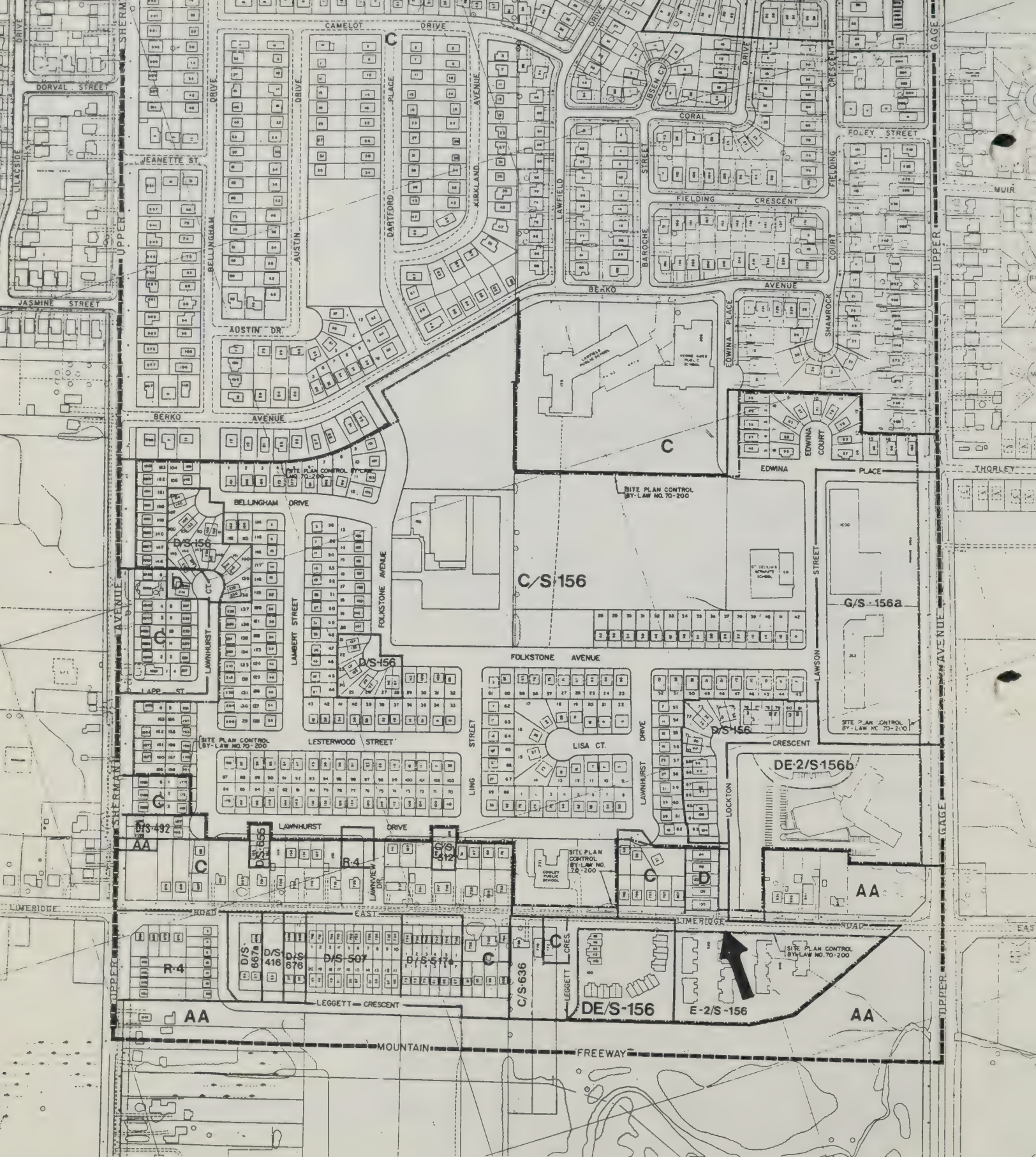
n/a

BACKGROUND:

The Traffic Department has received a letter from the Hamilton-Wentworth Regional Police Department recommending that the school crossing guard which is presently situated at the intersection of Limeridge Road East and Leggett Crescent be relocated to the intersection of Limeridge Road East and Lockton Crescent, due to the closure of Comley Elementary School, 771 Limeridge Road East. The Regional Police have advised that the school traffic officer should be retained, but relocated, in order to continue to assist children from St. Cecilia School, 50 Lawson Street, in crossing Limeridge Road East.

The Traffic Department concurs with the recommendation of the Regional Police Department.

cc. Mrs. D. Buist, School Traffic Administrator



FOR ACTION

33.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

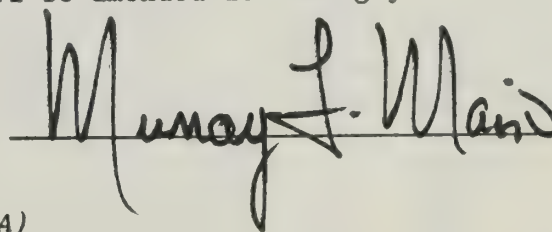
DATE: 1989 July 26
COMM FILE:
DEPT FILE: TEC-176-89

SUBJECT:

South side of Melvin Avenue, east of Walter Avenue - Extension of Bus Stop Clearance.

RECOMMENDATIONS:

- (a) That the existing "No Stopping" regulation for the bus stop on the south side of Melvin Avenue, east of Walter Avenue be extended by 20 feet, such that the regulation commences at Walter Avenue and extends to a point 154 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



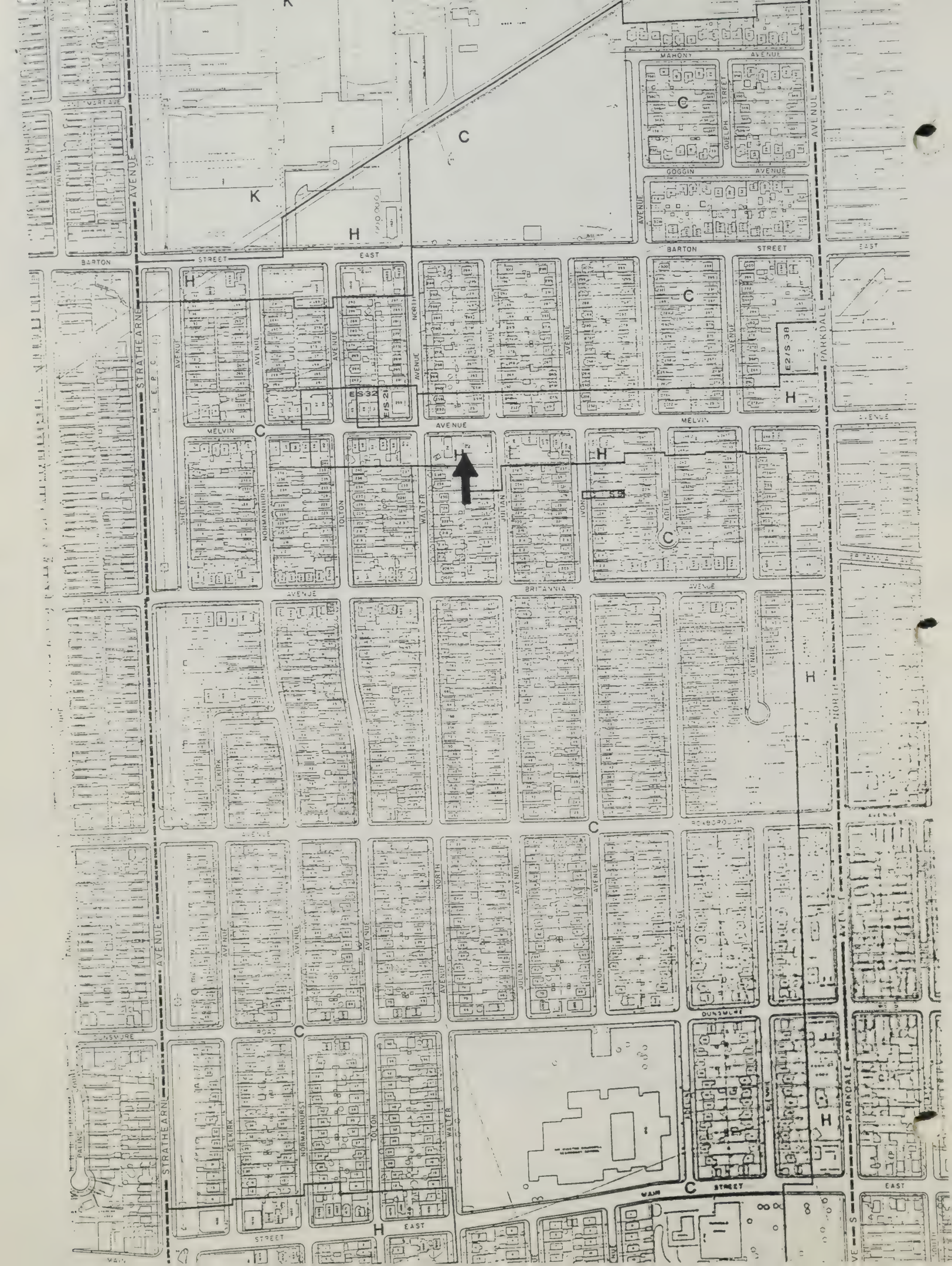
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

The Hamilton Street Railway Company has requested that the existing "No Stopping" regulation associated with the bus stop on the south side of Melvin Avenue, east of Walter Avenue, be lengthened by 20 feet in order to facilitate the movement of buses into and out of this mid-block bus stop. Presently, there is unrestricted free parking on the south side of Melvin Avenue in this area except for the existing "No Stopping" regulation for the bus stop.

An extension of the "No Stopping" regulation by an additional 20 feet will result in the loss of one on-street parking space directly in front of the "Come By Chance" restaurant, 78 Melvin Avenue. However, since this restaurant has adequate off-street parking immediately behind the building, and since the manager of this restaurant has advised that he does not object, the Traffic Department concurs with the request.



FOR ACTION

34.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

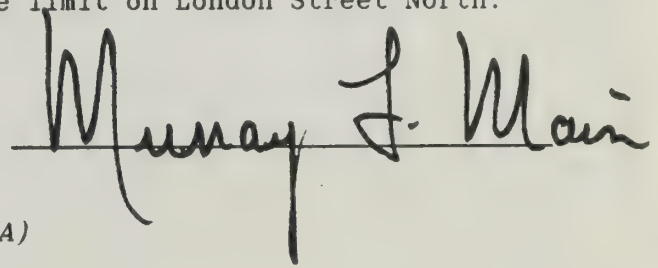
DATE: 1989 August 8
COMM FILE:
DEPT FILE: TEC-179-89

SUBJECT:

Hamilton Society for the Prevention of Cruelty to Animals (HSPCA) Vehicle -
Application for a Time Limit Exemption Permit.

RECOMMENDATIONS:

That no action be taken on the request by Mr. Dave Lake, 34 London Street North,
for a time limit exemption permit which would allow him to park a HSPCA vehicle
in excess of the signed one hour parking time limit on London Street North.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

n/a

BACKGROUND:

Alderman Terry Cooke has asked the Traffic Department to report to the Transport and Environment Committee on a request by Mr. Dave Lake, an employee of the Hamilton Society for the Prevention of Cruelty to Animals, for a time limit exemption permit which would allow him to park a HSPCA vehicle in excess of the signed one hour parking time limit on London Street North. The vehicle is a small van identified as belonging to the HSPCA.

The parking time limit program is designed to assist local residents with their parking difficulties by eliminating long-term non-resident parking. Therefore, the Traffic By-law clearly specifies that permits may be issued only to private vehicles owned by residents of one, two or three family homes in the immediate vicinity. The Traffic By-law does not permit the issuance of parking permits to any vehicle which is registered as a commercial vehicle, unless the registration is stamped by the Ministry of Transportation indicating that the vehicle is used solely for personal and recreational use. In this particular case, Mr. Lake brings the vehicle home since he is on call on an emergency basis.

The Traffic Department regularly receives requests for time limit exemption permits for commercial vehicles from such agencies as private companies, vehicles operated by the news media, taxi companies, etc. On occasions, when specific requests were brought before the former Traffic and Engineering Committee, they were all turned down on the basis of the need to protect residential areas and the sometimes limited parking available from incursions by various commercial vehicles. A further reason for not issuing time limit exemption permits to commercial vehicles is that there is a universal four hour time limit for all commercial vehicles on every City street and Regional road.

In addition to the above, in the case of London Street North, the residents petitioned for the one hour parking time limit, and were informed prior to the erection of the signs on the street that commercial vehicles are not eligible for time limit exemption permits. Residents of this street are constantly demanding enforcement of the one hour limit, and Traffic Department records indicate that three time limit exemption permits have already been issued to residents at no. 34 London Street North which is the address of the present applicant. An investigation has revealed that an off-street space could be provided in the rear yard, with access from an unassumed alley. Thus, the issuance of a time limit exemption permit to a commercial vehicle at this address might lead to complaints by other residents, as well as to requests by other residents with commercial vehicles who were informed that they are not eligible for permits.



FOR ACTION

35ca

REPORT TO: Chairman and Members
Transport and Environment Committee
Attn: Mr. R.C. Prowse, Secretary

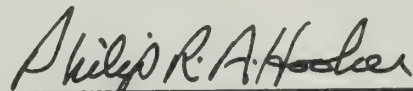
FROM: Brian Loreto
Solicitor

DATE: 1989 July 25
COMM FILE:
DEPT FILE: 55-0.86

SUBJECT: Proposed Expropriation of Part of Lot 14, Concession 8,
in the Former Geographic township of Barton (known
municipally as 1477 Upper James Street)

RECOMMENDATION:

That the attached Bill be enacted by Council.



P.R.A. Hooker
Acting City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

As authorized by Council at its meeting of February 28th, 1989, Notice of the Intention to expropriate the above-noted land has been advertised and served upon all parties that have an interest in this land and no request for an inquiry hearing into this proposed expropriation has been received.

The next step in this expropriation under the Expropriations Act is for Council to enact the attached Bill which will authorize the registration of the City's Expropriation Plan. This land is required for roadway and municipal purposes in connection with the Ryckmans Normanhurst Plan.

c.c. Mr. D. W. Vyce, Director of Property
Mr. G. S. Spencer, Commissioner of Engineering
Attention: Mr. M. Chidley, Regional Surveyor

FOR ACTION

3500

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 July 21
COMM FILE:
DEPT FILE: 65-1/89.20

SUBJECT: By-law to incorporate Part 2, Plan 62R-10413 into
Mount Pleasant Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(d), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35cc)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 July 21
COMM FILE:
DEPT FILE: 65-1/89.25

SUBJECT: By-law to incorporate Parts 3 and 5, Plan 62R-9557 into
Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(j), adopted by City Council on June 27, 1989.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35(d)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

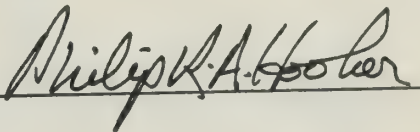
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1.649

SUBJECT: By-law to incorporate Part 1, Plan 62R-10399 into
Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 1st Report of the Transport and Environment Committee for 1989, Item 20(g), adopted by City Council on December 13, 1988.


Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on December 13, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35ce)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.19

SUBJECT: By-law to incorporate Block 73, Plan 62M-577 into
Corsica Court

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(c), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35cm

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

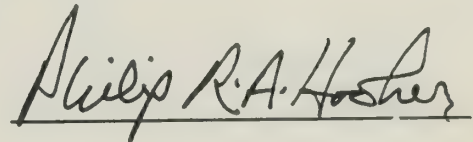
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.18

SUBJECT: By-law to incorporate Block 75, Plan 62M-577 into
Dragoon Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(b), adopted by City Council on June 27, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

3569

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

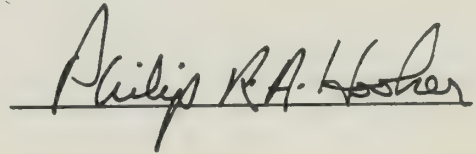
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.17

SUBJECT: By-law to incorporate Block 74, Plan 62M-577 into
Fusilier Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(a), adopted by City Council on June 27, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35ch)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.23

SUBJECT: By-law to incorporate Part 2, Plan 62R-10245 into
Ruby Street

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(h), adopted by City Council on June 27, 1989.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35m

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

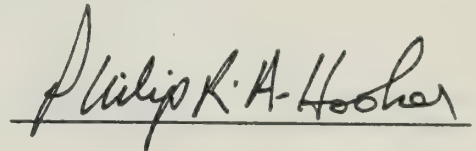
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.24

SUBJECT: By-law to incorporate Block 113, Plan 62M-528 into
Rushdale Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(i), adopted by City Council on June 27, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

3500

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 8
COMM FILE:
DEPT FILE: 65-1/89.22

SUBJECT: By-law to incorporate Block 70, Plan 62M-577 into
Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(f), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35CA

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

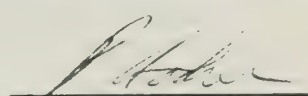
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.21

SUBJECT: By-law to Incorporate Part 1, Plan 62R-9520 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(e), adopted by City Council on June 27, 1989.



per [illegible]

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35(x11)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

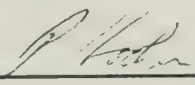
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.43

SUBJECT: By-law to establish Part 1, Plan 62R-9570 for the southerly extension of Acadia Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 17(f), adopted by City Council on July 25, 1989.



per [illegible]

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35cm

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.44

SUBJECT: By-law to Incorporate Block 14, Plan 62M-570 into Paris Avenue

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 18(e), adopted by City Council on July 25, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35(m)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.42

SUBJECT: By-law to incorporate Block 110, Plan 62M-583 into Astonwood Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 10, adopted by City Council on July 25, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

3500

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.40

SUBJECT: By-law to incorporate Block "BX", Plan M-145 and
Block 157, Plan 62M-593 into Rita Avenue

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 15th Report of the Transport and Environment Committee, Item 9(e), adopted by City Council on October 25, 1988.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 25, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35(p)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee


FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1/89.3

SUBJECT: By-law to Incorporate Block 158, Plan 62M-593 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 30(e), adopted by City Council on January 31, 1989.



Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on January 31, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

35(c9)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

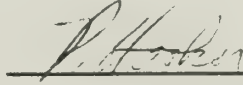
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 August 14
COMM FILE:
DEPT FILE: 65-1.637

SUBJECT: By-law to Designate Parts 4 and 5, Plan 62R-10430, part of Rupert Court Extension, as a Public Walkway

RECOMMENDATION:

That City Council enact the attached by-law on August 29, 1989 in accordance with the authorization contained in the 9th Report of the Transport and Environment Committee, Item 8(a), adopted by City Council on April 25, 1989.



Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

36.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: June 27, 1989
COMM FILE: 3-11.9.3
DEPT FILE: T103-(251)
ID#0350

SUBJECT:

Proposed Alleyway Closure: Between Clinton Street and Princess Street
121m East of Sherman Avenue North to 91m West of Barnesdale Avenue.

RECOMMENDATIONS:

Alley Closure By Judge's Order

- a) i That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980 for an order to stop-up and close the alleyway consisting of Part 3 on Plan 62R-10278 between Clinton Street and Princess Street.
- ii That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on Part 3 of the alley to be closed.
- iii That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv That the applicant register plan under The Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

Cont'd...

Proposed Alley Closure:
Transport and Environment Committee

Cont'd...

- v- That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- vi That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

Alley Closure by By-Law

- b) i That the City Solicitor be directed to prepare a By-Law, to stop-up close and retain the public assumed alleyway described as Parts 1 & 2 of Plan 62R-10278.
- ii The Regional Surveyor be authorized to prepare and deposit the necessary reference plan.
- iii That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- iv That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.



G. S. Spencer
Commissioner of Engineering

Cont'd...

Page 3
June 27, 1989

Proposed Alley Closure:
Transport and Environment Committee

Cont'd..

ORIGIN:

We have received a request from The City of Hamilton Community Development Department, to close the subject alley as shown on the attached drawing.

BACKGROUND:

The present alley system in the block bounded by Princess Street, Barnesdale Avenue, Clinton Street and Sherman Avenue North. Parts of the subject alley have been illegally blocked off by the abutting residents, and other parts have been used by owners on Princess Street crossing CPR lands to gain access to the alley and then Ruth Street. We have received request for closure from the Community Development Department for a complete closure of the alley.

ANALYSIS:

We have circulated notice of closure to the affected municipal departments and public utilities and no objections to this request were received.

Circulization results to the abutting owners were as follows:
in favour 4 opposed 6 no opinion 17

We have contacted Mr. Wm. Stekman of Canadian Pacific Railway and have been informed that C.P. has abandoned the railway line adjacent to the subject closure and are planning to sell the property.

City Council on February 9, 1988 approved the Official Plan from Industrial to open space and Council also on February 9, 1988 approved the Neighborhood Plan from Industrial to Parks and Recreation.

A fence has been constructed by the City to include the alley within the park area.

Cont'd...

Page 4
June 27, 1989

Proposed Alley Closure:
Transport and Environment Committee

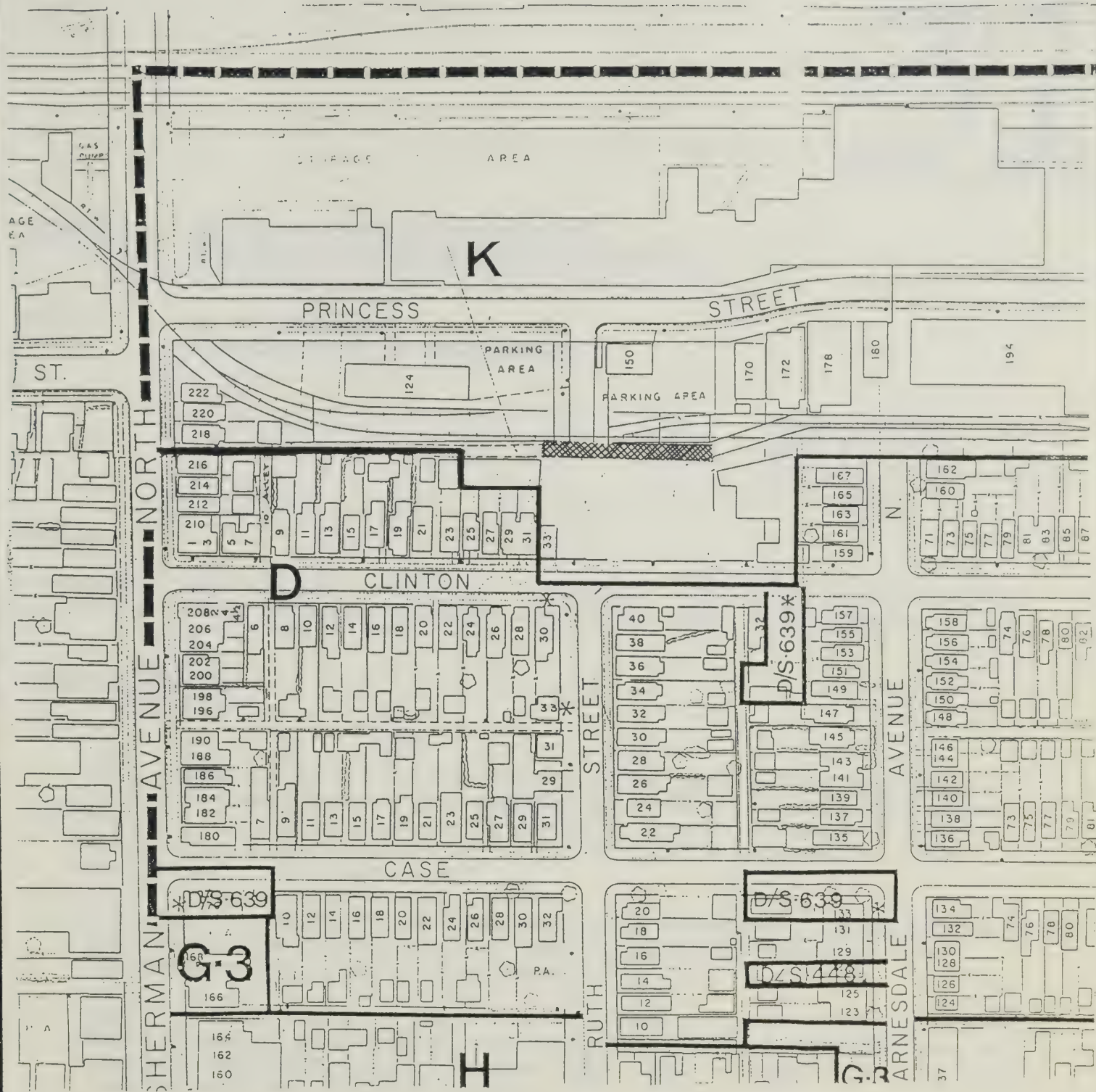
Cont'd...

CONCLUSION:

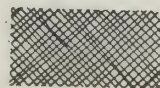
Due to the fact that City Council has approved the Neighborhood Plan to be changed from Industrial to Park and Recreation we are in favour of this closure.

gh JKC:cr

cc: L. Lawrence, City Solicitor's Department
cc: Alderman D. Drury
cc: Alderman B. Hinkley



Proposed Road
Allowance Closure



Proposed Closure

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE
N.T.S.

FILE NO.
T103 03(251)

NORTH

37.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: July 18, 1989
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(247)
ID # 0350

SUBJECT

Proposed Alley Closure: North/South Alleyway from Fennell Avenue to
30.10m Northerly between East 26th Street and East 27th Street.

RECOMMENDATIONS

- a) i That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of The Registry Act, R.S.O. 1980 for an order to stop-up and close the North/South Alleyway from Fennell Avenue East to 30.10m Northerly between East 26th Street and East 27th Street.
- ii That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iii That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv That the applicant register a reference plan under The Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

Cont'd...

Proposed Alley Closure: North/South Alleyway from Fennell Avenue
to 30.10m Northerly between East 26th Street and East 27th Street

- v That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- vi That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

- b) i That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner (s).
- ii That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

ORIGIN

We have received a request from Mr. A. DiTomaso, owner of 663 Fennell Avenue East, to close the subject alley as shown on the attached drawing.

BACKGROUND

The present alley system is in the block bounded by Fennell Avenue East, East 26th Street, Brucedale Avenue and East 27th Street. Parts of the subject alley have been illegally blocked off by the abutting residents, and we have received request for closure from Mr. DiTomaso one of the abutting owners, for a 30.10m closure of the alley.

Cont'd...

Page 3
July 18, 1989

Proposed Alley Closure: North/South Alleyway from Fennell Avenue East to 30.10m Northerly between East 26th Street and East 27th Street

Cont'd...

ANALYSIS

We have circulated notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

The present status of the subject alleyway is public unassumed.

Circulization to the area residents is now complete and the response is as follows:

Number Circularized: 45							
In Favour	16	Opposed	1	No Comment	1	No Response	27

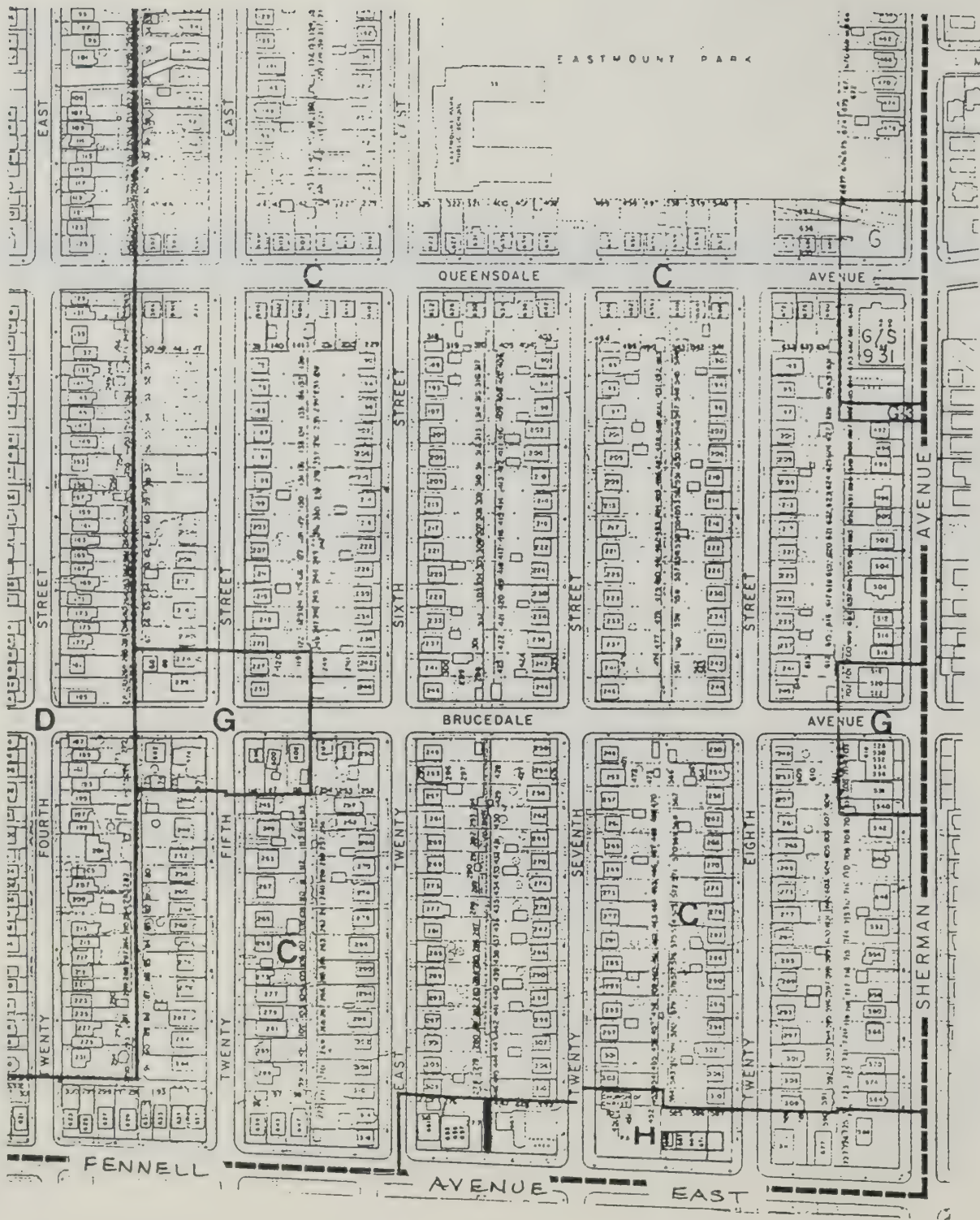
The resident in opposition resides immediately to the north of the applicant and objects to the manner in which the fencing between the properties is currently being maintained rather than a specific objection to the alley in question.

CONCLUSION

Since the Transport and Environment Committee has received a request from an abutting owner to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:cr
Encl.

cc: ✓ L. Lawrence, City Solicitor's Department
cc: Alderman J. Gallagher
cc: Alderman H. Merling



PROPOSED ALLEY CLOSURE

LEGEND

AREA OF CLOSURE

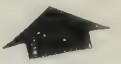
SCALE

N.T.S.

FILE NO.

T103-03(247)

NORTH



REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

FOR ACTION

38

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

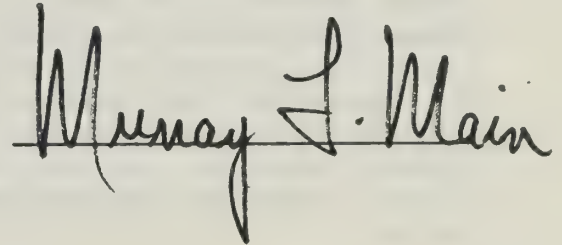
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 14
COMM FILE:
DEPT FILE: TEC-199-89

SUBJECT: No's 36 and 40 Solomon Crescent - driveway dispute.

RECOMMENDATION:

That the owner at No. 36 Solomon Crescent be permitted to maintain and use the portion of the boulevard which is defined by a straight line extension from his garage, for the purpose of driveway access to this premises.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Tom Jackson has become involved in a dispute between two neighbours at the above mentioned addresses, respecting the gravelling and potential hard surfacing of a portion of the boulevard of Solomon Crescent in the area between the two premises. The owner at No. 36 has gravelled a driveway extending from the doors from his garage and to the sidewalk on Solomon Crescent, which crosses over the extension of the property line between No. 36 and No. 40. The resident at No. 40 feels that this should not be allowed to occur.

This situation occurs in virtually every cul-de-sac and crescent where pie shaped lots exist. The staff has attempted to minimize this problem in recent years by designing plans of subdivision such that the property lines between two properties intersect at the geometric centre of the cul-de-sac, and while this has mitigated the problem, this does not eliminate the situation.

The situation is often that the alignment of the homes and garages is such that a driveway extended from the garage to the roadway crosses over a driveway from an adjacent premises, in the area of the boulevard of the public highway. These problems are most severe when one of the residents decides to park in this common driveway area on the boulevard, such that access to the adjacent driveway is blocked. The Traffic By-law was amended several years ago to make it illegal to park in these common areas on the boulevard, such that access to adjacent properties is obstructed.

In this particular case, the problem is considerably less than in other cases, since it is not a question of a common driveway on the boulevard, but merely that the resident at No. 40 thinks that the adjacent resident should not be permitted to pave any portion of the boulevard which is over the extended property line. It should be emphasized that the property in question belongs to neither owner, but is part of the boulevard of Solomon Crescent. Therefore, the owner at No. 36 has not contravened any By-law.

It is the view of the staff that this is a relatively trivial matter, which causes no specific problem for either owner except that the owner No. 40 seems to consider it to be an aesthetic consideration. There are many cases in the City where this situation cannot possibly be avoided. While it would be possible for the owner at No. 36 to curve the driveway to avoid this situation, it is the view of the staff that this is not necessary or appropriate, since this would in many cases be impossible to achieve, and in other cases would make access to garages extremely difficult if not impossible.

This item should be dealt with as a matter of principle rather than as an exception to the general principle that residents should be allowed to pave boulevard areas on the other side of the extended property line between two adjacent properties in order to provide direct and convenient access to their premises.

AUG 10 1989



CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Jackson

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 383-3470 — WARD 6

1989 August 4.

Mr. R. C. Prowse, Secretary,
Transport & Environment Committee.

Dear Bob:

Could you please place on the agenda for the next Transport & Environment Committee meeting, a matter pertaining to 40 Solomon Crescent regarding the Road Allowance Encumbrance By-law.

This is a matter that I have been dealing with on an on-going basis with Mr. Murray Main and is generally a grey area of policy for the City of Hamilton pertaining to encroachment on properties that are deemed in the City's road allowance jurisdiction. I will be making a presentation with staff on behalf of Mrs. Karen Horn who resides at 40 Solomon Crescent.

Your co-operation in this matter is greatly appreciated.

Thank you, and

Sincerely yours,

A handwritten signature in dark ink that reads "Tom Jackson". The signature is written in a cursive, slightly slanted style.

Tom Jackson,
Alderman, Ward 6.

TJ:njb

c.c. Mr. Murray Main,
Director of Traffic Services.

Mrs. Karen Horn,
40 Solomon Crescent,
Hamilton. L8W 2G2.

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



Mrs. J. McAnanama
Public Library

2nd Floor

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

1989 August 16

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 August 21
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, July 17, 1989 and Tuesday, July 25, 1989 meetings of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Portable/Mobile Radios and Chargers, Public Works Department
3. Supply and Delivery of One (1) 52,000 Lbs. GVW Chassis with High Density Garbage Packer Body Mounted, Central Garage
4. Emergency Repairs to Paint Striper, Vehicle #9009, Central Garage

URBAN MUNICIPAL
AUG 24 1989
GOVERNMENT DOCUMENTS

5. Installation Grading & Compaction of Granular Surface, B.A. Court Yard, Rymal Road, Hamilton
6. Purchase of Multi-Conductor Traffic Cable, Traffic Department
7. Supply and Delivery of Traffic Paint, Traffic Department
8. Supply and Delivery of Traffic Poles and Signal Arms, Traffic Department

DIRECTOR OF PROPERTY

9. Easement Agreement - 85 Christopher Drive - Charles Gillis and Gayle Gillis
10. Lease of City Lands at Britannia Avenue and Oriole Crescent to Roxborough Centre
11. Rybak Expropriation - Part of 163 Centennial Parkway North - Agreement By Owner to Accept Compensation

DIRECTOR OF PUBLIC WORKS

12. Street Tree Policy
13. Colour Change for City's Fleet

COMMISSIONER OF ENGINEERING

14. Rondar Inc. Decontamination of PCBs
15. Request for Additional Funds, Mountain Park Avenue Bridge Reconstruction
16. Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road.
17. Assumption of Alley First North of Barton Street East Wellington Street Westerly
18. Proposed road allowance closure Augusta Street from Walnut Street South easterly to C.P.R. Tracks
19. Temporary Road Closure Hess Village Bicycle Race, Sunday, August 13, 1989
20. Banner Display Application - Festival of Trees - November 30, 1989 to December 4, 1989

21. Inadvertent Encroachment Agreement
 - (a) 317 Cannon Street East
 - (b) 171 Herkimer Street
 - (c) 120 Charles Street - 117-121 Park Street South - 61 Hurst Place
 - (d) 21 Alpine Avenue
 - (e) 56 Guise Street
 - (f) 83 Walnut Street
 - (g) 37 William Street
22. Proposed Encroachment Agreement - Mulberry Street at side of 191 James Street North
23. Discharge of Encroachment Agreement - 121 King Street East
24. Strawberry Hill Addition, Hamilton
25. Additional Cost Sharing - "Wellington Chase - Phase 1, Stage 1", Subdivision Agreement, Hamilton
26. Plan of Subdivision
 - (a) Abbey Hill Farm - Phase 3
 - (b) Gagliano Gardens Addition

DIRECTOR OF TRAFFIC SERVICES

27. Discharge of Residential Boulevard Parking Agreement
 - (a) 126 Chestnut Avenue
 - (b) 18 Mayflower Avenue
28. Request for a Reserved Permit Parking Space for a Handicapped Resident
 - (a) 251 Hunter Street West
 - (b) 196 Weir Street North

29. Intersection Control

- (a) Gemini Drive and Glenayr Street
- (b) Flora Drive and Meta Street and Teresa Street and Meta Street
- (c) Rushdale Drive and Redmond Drive
- (d) Templmead Drive and Rockland Avenue
- (e) Montmorency Drive and Redhill Avenue and Montmorency Drive and Albright Road
- (f) Barnstown Neighbourhood
- (g) Greencedar Drive and Greenguild Avenue
- (h) Greenhill Avenue
- (i) Mentino Crescent/Mentino Court and Enola Avenue

30. Parking Regulations

- (a) North side of Cannon Street West, east of Park Street North
- (b) Gibson Avenue from Barton Street East to northerly end
- (c) George Street, east of Caroline Street North
- (d) East side of Locke Street North between Peter Street and Napier Street
- (e) Elgar Avenue between Limeridge Road and Fassett Avenue
- (f) Munn Street between Upper Sherman Avenue and East 33rd Street

31. School Traffic Officer

- (a) Greenhill Avenue and Ambrose Avenue
- (b) Limeridge Road and Rockingham Drive
- (c) Nash Road North and Kentley Drive - Request for a School Traffic Officer
- (d) Upper Paradise and Megna Court/Gemini Drive
- (e) Roxborough Avenue and Graham Street North
- (f) Upper Sherman Avenue and Jasmine Street

32. Closure of Comley Elementary School, 771 Limeridge Road East - Relocation of the existing School Traffic Officer
33. South side of Melvin Avenue, east of Walter Avenue - Extension of Bus Stop Clearance
34. Hamilton Society for the Prevention of Cruelty to Animals (HSPCA) Vehicle - Application for a Time Limit Exemption Permit

BILLS

35. (a) Proposed Expropriation of Part of Lot 14, Concession 8, in the Former Geographic township of Barton (known municipally as 1477 Upper James Street
- (b) By-law to incorporate Part 2, Plan 62R-10413 into Mount Pleasant Drive
- (c) By-law to incorporate Parts 3 and 5, Plan 62R-9557 into Templemead Drive
- (d) By-law to incorporate Part 1, Plan 62R-10399 into Brigade Drive
- (e) By-law to incorporate Block 73, Plan 62M-577 into Corsica Court
- (f) By-law to incorporate Block 75, Plan 62M-577 into Dragoon Drive
- (g) By-law to incorporate Block 74, Plan 62M-577 into Fusilier Drive
- (h) By-law to incorporate Part 2, Plan 62R-10245 into Ruby Street
- (i) By-law to incorporate Block 113, Plan 62M-528 into Rushdale Drive
- (j) By-law to incorporate Block 70, Plan 62M-577 into Brigade Drive
- (k) By-law to incorporate Part 1, Plan 62R-9520 into Brigade Drive
- (l) By-law to establish Part 1, Plan 62R-9570 for the southerly extension of Acadia Drive
- (m) By-law to incorporate Block 14, Plan 62M-570 into Paris Avenue
- (n) By-law to incorporate Block 110, Plan 62M-583 into Astonwood Drive
- (o) By-law to incorporate Block "BX", Plan M-145 and Block 157, Plan 62M-593 into Rita Avenue
- (p) By-law to incorporate Block 158, Plan 62M-593 into Templemead Drive
- (q) By-law to Designate Parts 4 and 5, Plan 62R-10430, part of Rupert Court Extension, as a Public Walkway

DELEGATIONS

36. Proposed Alleyway Closure - Between Clinton Street and Princess Street 121m East of Sherman Avenue North to 91m West of Barnesdale Avenue
37. Proposed Alley Closure - North/South Alleyway from Fennell Avenue to 30.10m northerly between East 26th Street and East 27th Street
38. No's 36 and 40 Solomon Crescent - Driveway Dispute



E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

CA4 ON HBLAOS
CSIT6
1989

1989 September 12

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 September 18
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard at 3:00 p.m.

A G E N D A:

1. Minutes of the Monday, August 21, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Sand, Treated and Untreated and Sodium Chloride During Winter Season 1989-90

URBAN MUNICIPAL

SEP 18 1989

GOVERNMENT DOCUMENTS

DIRECTOR OF PROPERTY

3. Sale of Road Allowance - Brenda Street East Limit, East of Eleanor Avenue
4. Settlement of Expropriation - Greenhill Avenue - Sunshine Construction Inc. and DiCenzo Construction Company Limited
5. Sale of Closed Southerly Portion of Rupert Court Extension

CITY SOLICITOR

6. Discharge of Garbage Collection Agreement 714705 Ontario Incorporated 408 Cumberland Avenue
7. Sale of Portion of an Alley running northerly from Main Street, between John and Hughson Streets, Part of Lot 23, Plan 1431, 10 John Street

COMMISSIONER OF ENGINEERING

8. Rondar Decontamination of PCB's for Slater Steel
9. Additional Cost Sharing - "Gilkson Village", Subdivision Agreement, Hamilton
10. Plan of Subdivision for "Eastgate Heights", Hamilton, located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood
11. Implementation of the Approved Ryckman's Neighbourhood Plan
12. Proposed Reconstruction of Sidewalk on the North Side of Lawrence Road from Huxley Avenue to Approximately 300 m Easterly
13. Temporary Street Closure - Alpine Avenue from Belwood Street to the West End of August 26, 1989
14. Temporary Street Closure - Walnut Street from King Street East to Main Street East on September 16, 1989
15. Inadvertent Encroachment Agreement
 - (a) 253 Brucedale Avenue
 - (b) 69 Florence Avenue
 - (c) 25 Brant Street
 - (d) 42 Britannia Avenue
 - (e) 173-171 Markland Street

16. Encroachment Agreement

- (a) 308 Catherine Street North
- (b) 425 Melvin Avenue

17. Banner Display Application

- (a) Royal Trust - May 14, 1990 to May 21, 1990
- (b) Hope International Development Agency - October 8, 1990 to October 15, 1990
- (c) Ontario Society of Medical Technologists - September 17, 1990 to September 24, 1990

DIRECTOR OF TRAFFIC SERVICES

18. Intersection Control

- (a) Crerar Drive and Pescara Avenue and Crerar Drive and Sirente Drive
- (b) Kenora Avenue and Janet Court
- (c) Cloverdale Avenue and Dunkirk Drive
- (d) Brigade Drive and Emperor Avenue
- (e) Brigade Drive and Delancey Boulevard

19. Parking Regulations

- (a) West side of Mount Albion Road between Kingswood and Glencastle Drives
- (b) South Side of Parkview Drive between Bond and Uplands
- (c) Turner Avenue between Aberdeen Avenue and the south end
- (d) Birmingham Street between C.N.R. Railway Tracks and Burlington Street
- (e) Kelly Street between Cathcart Street and Wellington Street North
- (f) Vineyard Road between Centennial Parkway and Gainsborough Road
- (g) Cromwell Crescent between Owen Place and Greenford Drive
- (h) East leg of Leggett Crescent, south of Limeridge Road East
- (i) 59 Magill Street
- (j) MacNab Street North between Barton Street East and Colbourne Street

(k) East side of Riverdale Drive, south of Glenburn Court

20. Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations
21. 196 Province Street North - Removal of Reserved Handicapped Parking Space
22. 430 Dundurn Street South - Request for reserved permit parking space for a handicapped resident
23. 21 Roseland Avenue - Removal of Reserved Parking Space for a Handicapped Resident
24. 94 Park Street North - Application for Commercial Boulevard Parking Agreement
25. Crockett Street at East 33rd Street - Corner Clearance
26. Glenfern Avenue west of Queen Street South - Corner Clearance
27. Hunter Street East at Walnut Street - Bus Stop Relocation
28. Semi-annual renewal of Reserved Parking Permits

CHIEF ADMINISTRATIVE OFFICER

29. Emergency Communications System (CAO-89-020)

MISCELLANEOUS

30. Large Trucks Damaging Residential Hydro Lines - Alderman B. Hinkley
31. Garbage Pickup at Restaurant, Fast Food Stores, and Other Food-Handling Operations - Alderman B. Hinkley
32. Reduced Speed Limits in School Areas - Alderman B. Hinkley

BILLS

33. (a) By-law to Incorporate Block 44, Plan 62M-560 into Independence Drive
- (b) By-law to Incorporate parts of Block 146, Plan 62M-502, Block 124, Plan 62M-516 and Block 147, Plan 62M-502 into Brigade Drive
- (c) By-law to Incorporate Block 43, Plan 62M-560 into Independence Drive
- (d) By-law to Incorporate Part 1, Plan 62R-10237 and Parts 1, 2, 3, and 4, Plan 62R-9574 into Eaglewood Drive

- (e) By-law to Incorporate Part 1, Plan 62R-10245 into Rushdale Drive
- (f) By-law to Incorporate Block 123, Plan 62M-516 into Brigade Drive
- (g) By-law to Incorporate Block 26, Plan 62M-539 into Ironwood Crescent
- (h) By-law to Incorporate Block 118, Plan 62M-589 into Dragoon Drive

DELEGATIONS

- 34. Restriction on Parking on south east side of David Street
- 35. Driveway Dispute at No's 36 & 40 Solomon Crescent
- 36. Fairleigh Crescent between Delaware and Cumberland Ave. - Residential Blvd. Parking
- 37. Elm Street between Balsam Ave. South and the Easterly End - Residential Blvd. Parking
- 38. South leg of King St. between James and John Streets

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	
4.	Easement Agreement - 85 Christopher Drive	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
5.	Private retaining wall - 51 Lynwood	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
6.	Tree Policy re: sidewalk damage	Aug 21/89	Mr. Pavelka	Report to follow
7.	Stop signs on Greenhill Avenue	Aug 21/89	Mr. Main	Report for Oct 2/89 meeting

Monday, August 21, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Mayor R. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Agostino
Alderman D. Drury
Alderman J. Smith
Alderman D. Ross

Also present: Mr. J. Pavelka, Director of Public Works
Mr. M. Main, Director of Traffic Services
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mr. G. Spencer, Commissioner of Engineering
Mr. G. Aston, Engineering Department
Mrs. B. Price, Hamilton Safety Council

Regrets: Alderman D. Christopherson (Civic Business)

The minutes of the Monday, July 17 and Tuesday, July 25, 1989 meetings of the Transport and Environment Committee were adopted as circulated.

The Committee approved the following recommendation of the Manager of Purchasing respecting Portable Mobile Radios and Chargers for the Public Works Department:

That a purchase order be issued to Motorola Limited, Hamilton, in the amount of \$44 004.11 for the supply and delivery of Portable/Mobile Radios and Chargers for the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of four (4) tenders received. Funds provided in various Radio and Maintenance Accounts.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of One (1) 52 000 Lbs. GVW Chassis with high density garbage packer body mounted for the Central Garage:

That a purchase order be issued to Altruck Transportation Services, Hamilton, in the amount of \$88 965 for the supply and delivery of One (1) 52,200 lbs. GVW Chassis with High Density Garbage Packer Body Mounted, for Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four(4) tenders received. Funds provided in Streets Equipment-Refuse Packer, Capital Budget Account No. CF5503 608951003.

Minutes

Portable Mobile Radios
and Chargers for the
Public Works Department

Supply and Delivery of
One (1) 52 000 Lbs. GVW
Chassis with high dens-
ity garbage packer body
mounted for the Central
Garage

Emergency Repairs to a
Paint Striper, Vehicle
#9009 for the Central
Garage

The Committee approved the following recommendation of the Manager of Purchasing respecting Emergency Repairs to a Paint Striper, Vehicle #9009 for the Central Garage:

That a purchase order be issued to Linetech Equipment, Niagara Falls in the amount of \$28 362.99, for emergency repairs to a Paint Striper that was involved in an accident, Vehicle #9009, Central Garage.

NOTE: Only supplier due to the technical repairs required. Funds provided in Insurance Account No. CH55299 24130.

As these repairs are required to enable this vehicle back on the road, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Installation Grading
and Compaction of
Granular Surface at
the B.A. Court Yard
on Rymal Road

The Committee approved the following recommendation of the Manager of Purchasing respecting the Installation Grading and Compaction of Granular Surface at the B.A. Court Yard on Rymal Road:

That a purchase order be issued to Frid Construction Company, Limited, Hamilton, in the amount of \$38 350 for the installation Grading and compaction of Granular Surface, B.A. Court Yard, Rymal Road, Hamilton in accordance with Vendor's quotation.

NOTE: Only quotation obtained. Funds provided in Construction of New Mountain Public Works Yard, Rymal Road Account No. CF5200 608741002.

As this work is to be completed before the site can be occupied, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

Purchase of a Multi-
Conductor Traffic
Cable for the Traffic
Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Purchase of a Multi-Conductor Traffic Cable for the Traffic Department:

That purchase orders be issued for the supply and delivery of Multi-Conductor Traffic Cable as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Wesco, Hamilton

\$9 Conductor Cable - \$2.47 per meter
Provincial Sales Tax extra at 8%

Shawflex Inc., Rexdale

#14 Conductor Cable - \$3.43 per meter

#7 Conductor Cable - \$2.05 per meter
Provincial Sales Tax extra at 8%

NOTE: Lowest of five (5) tenders received. Funds provided in Signal Materials Account No. CH56152 75999.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Traffic Paint for the Traffic Department:

That a purchase order be issued to Ibis Products Limited, Scarborough for the supply and delivery of Traffic Paint as and when required during 1989 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

White/Yellow Non-Coning in 205 L containers	\$1.75 per litre
White/Yellow Coning in 20 L containers	1.89 per litre
Provincial sales tax extra at 8%	

NOTE: Lowest of three (3) tenders received. Funds provided in Various Traffic Paint, Pavement Marking Materials Accounts.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Traffic Poles and Signal Arms for the Traffic Department:

That purchase orders be issued to Wesco, Hamilton; Sentinel Pole, Downsview and Ellis & Howard Ltd., Hamilton for the supply and delivery of Traffic Poles and Signal Arms as and when required during 1989 for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tenders, appended hereto as Schedule "A".

NOTE: Provincial sales tax extra at 8%. Lowest of four (4) tenders received. Funds provided in Signal Materials Account No. CH56152 75999.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Installation of a Salt Dome in the B.A. Court Yard:

That a purchase order be issued to Bulk-Store Structures Limited, Erin in the amount of \$88 224 for the supply and installation of a salt dome at the B.A. Court Yard; Rymal Road, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

Supply and Delivery of
Traffic Paint for the
Traffic Department

Supply and Delivery of
Traffic Poles and Sign-
al Arms for the Traffic
Department

Supply and Installation
of a Salt Dome in the
B. A. Court Yard

85 Christopher Drive
- tabled

An item respecting an easement agreement at 85 Christopher Drive was tabled at the request of Alderman Ross.

Lease of City Lands at
Britannia Avenue and
Oriole Crescent to
Roxborough Centre

The Committee approved the following recommendation of the Director of Property respecting the Lease of City Lands at Britannia Avenue and Oriole Crescent to Roxborough Centre:

- (a) That 7,600 square feet, more or less, of City lands at Britannia Avenue and Oriole Crescent be leased to the Roxborough Centre for driveway purposes commencing August 1, 1989.

NOTE: The lease will be for a period of one (1) year automatically renewed each year providing the property is not required for municipal purposes. The rental will be \$1 per year plus taxes which are estimated at \$700 for 1989.

- (b) That the City Solicitor be authorized to prepare the necessary lease agreement.

Rybak Expropriation of
Part of 163 Centennial
Parkway North

The Committee approved the following recommendation of the Director of Property respecting the Rybak Expropriation of Part of 163 Centennial Parkway North:

That approval be given to the "Agreement By Owner to Accept Compensation", executed by Peter Rybak on May 16th, 1989, whereby the owner has agreed to accept the sum of \$31 800 from the City of Hamilton as full payment and final settlement of compensation for all interests in that part of the real property known as 163 Centennial Parkway North and which is shown on Expropriation Plan RA-H-380, registered on the 3rd day of February, 1988 as Instrument No. 445070 CD..

Street Tree Policy

The Committee approved the following recommendation of the Director of Public Works respecting the Street Tree Policy:

- (a) That street trees include not only those trees entirely on the road allowance but also those trees even partially on the road allowance.
- (b) That the Sewer-Street Tree Policy approved by City Council on June 24, 1986 be amended to improve the understanding of the by-law by replacing

In the first paragraph: "the City shall authorize the homeowner to call a municipally selected" with

"it will be the homeowner's responsibility to call a"

In the fourth paragraph "the replacement of the sewer" with

"that portion of the sewer line affected by tree roots"

and in the fifth paragraph, adding after:

"the replacement of the sewer" the phrase
"line affected by tree roots"

It was further moved by Alderman Cooke seconded by Alderman Ross:

That staff report back on the feasibility of amending the current 50/50 cost share policy respecting damage to private sidewalks caused by City tree roots, with a view to bringing it in line with the new policy on Sewer damage. Carried.

Damage to private
sidewalks caused by
City tree roots

The Committee approved the following recommendation of the Director of Public Works respecting the Colour Change for the City of Hamilton's Fleet:

Colour Change for the
City of Hamilton's
Fleet

That the colour of the City's Fleet (equipment) be changed from the yellow and black to manufacturer's white with decaling, utilizing the logo and the green and blue from the City of Hamilton's flag.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Rondar Inc. - Decontamination of PCB's":

Rondar Inc. - Decontam-
ination of PCB's

That the local Approvals Branch of the Ministry of the Environment be informed:

- (a) That the City of Hamilton has no objection to Rondar Inc. carrying out PCB decontamination of transformer oil contained in nineteen 45-gallon drums at its 333 Centennial Parkway North facilities in Hamilton provided that all environmental safeguards normally associated with this activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully.
- (b) That no specific City of Hamilton or Regional permits are required for the work proposed by Rondar Inc.
- (c) That the 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Request for Additional Funds for the Reconstruction of the Mountain Park Avenue Bridge:

Request for Additional
Funds for the Reconstr-
uction of the Mountain
Park Avenue Bridge

- (a) That an additional amount of \$14 000 be approved for the reconstruction of the Mountain Park Avenue Bridge over the Sherman Cut.
- (b) That the additional amount be provided from Accounts CH57410 52015, CH55318 52025 and CH56325 52045.

51 Lynwood Road
- tabled

An item respecting a request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road was tabled at the request of Alderman Ross in order to give him an opportunity to speak with the homeowner in this area.

Assumption of an Alley
First North of Barton
Street East from
Wellington Street
Westerly

The Committee approved the following recommendation of the Commissioner of Engineering respecting the assumption of an alley first north of Barton Street East from Wellington Street Westerly:

- (a) That the City Solicitor be directed to prepare a By-law to establish and open the alley first north of Barton Street from Wellington Street to 187.96 feet westerly as a public highway.
- (b) That Cliffwood Investment Corporation be permitted to construct at its expense concrete pavement and any necessary drainage works upon the alley to the specifications of the Commissioner of Engineering.
- (c) That this alley be operated one-way easterly.
- (d) That the City Traffic By-Law 89-72 be amended accordingly.

Proposed Road Allowance
Closure of Augusta Street
from Walnut Street South
Easterly from the C.P.R.
Tracks

The Committee approved the following recommendation of the Commissioner of Engineering respecting the proposed road allowance closure of Augusta Street from Walnut Street South Easterly from the C.P.R. Tracks;

- (a) That the City Solicitor be directed to prepare a By-law for the Stopping-up, closing and retaining of the road allowance of Augusta Street from Walnut Street South easterly to the C.P.R. tracks.
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.
- (c) That the Regional Surveyor, on behalf of the City, prepare and register a reference plan under the Registry Act to delineate the manner in which the closed portion is to be included in the proposed City parks.
- (d) That the City of Hamilton provide a 2m easement for Hamilton Hydro-Electric System for their hydro pole and anchor.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act.

Temporary Road Closure
- Hess Village Bicycle
Race

The Committee approved the following recommendation of the Commissioner of Engineering respecting Temporary Road Closure for the Hess Village Bicycle Race:

That the action of the Commissioner of Engineering in authorizing the application of Mr. T. Farrar, agent for a Tour de Canada Cycle Race in Hamilton on Sunday, August 13, 1989 from 2:00 p.m. to 4:00 p.m. and temporarily close the following streets:

- George Street, from Pearl Street to Hess Street, and
- Hess Street South, from Main Street to King Street, and
- Pearl Street North, from King Street to George Street
- Ray Street North, from King Street to George Street

with approval being subject to the following conditions:

- (a) That the applicant obtain "Temporary Street Closure Application: approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of Regional Police Department, and at the expense of the organizing group.
- (b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road at no cost to the City.
- (c) That the applicant proof of \$2 000 000 public liability insurance naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, interests, claims, demands, costs, damages, expenses and loss.
- (d) That the applicant deposit a cheque in the amount of \$300 with the Department of Public Works. This deposit is to ensure that the applicant conforms to all of the aforesaid conditions to the satisfaction of the Commissioner of Engineering. The cheque will be returned to the applicant after the event if the above conditions are satisfactorily met.
- (e) That the applicant will be responsible for placing a suitably sized ad in the local newspaper advising of the event and work with the Hamilton Street Railway to provide a map showing alternative bus routes at the organization's expense.
- (f) That the applicant reimburse the Regional Police, Department of Public Works, and the Hamilton Street Railway for any extra incurred by these agencies.
- (g) That no property owner or resident with the barricaded area will be denied access to their property upon request.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Banner Display Application for the Festival of Trees:

That Hamilton Civic Hospitals Foundation be permitted to display a promotional banner across Main Street West in front of City Hall, from November 30, 1989 to December 4, 1989 with the following message:

"A CHRISTMAS FANTASY" - Festival of Trees
December 1 - 3, 1989, Hamilton Convention Centre

Banner Display Application - Festival of Trees

Inadvertent Encroachment Agreements

The Committee approved the following applications for Inadvertent Encroachment Agreements as recommended by the Commissioner of Engineering:

- (a) 317 Cannon Street East, report date July 27, 1989, File No. T103-50 (583)
- (b) 121 Charles Street, 117-121 Park Street South, 61 Hurst Place, date of report, July 4, 1989, File No. T103-50 (637)
- (c) 21 Alpine Avenue, date of report, July 20, 1989, File No. T103-50 (728)
- (d) 56 Guise Street, date of report, July 28, 1989, File No. T103-50 (736)
- (e) 83 Walnut Street, date of report, July 28, 1989, File No. T103-50 (740)
- (f) 37 William Street, date of report, July 22, 1989, File No. T103-50 (713)

Encroachment Agreement
- Mulberry Street at
the side of 191 James
Street North

The Committee approved the following recommendation of the Commissioner of Engineering respecting an encroachment agreement on Mulberry Street at the side of 191 James Street North:

That the application of Satin Foods Inc., owner of 191 James Street North, to retain an encroachment consisting of a proposed Canvas canopy on Mulberry Street, supported by 1" steel tubes measuring 1.81m (6.0') x 0.78m (2.0'), be approved during the pleasure of City Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$46 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

Discharge of an Encroachment Agreement - 121
King Street East

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of an Encroachment Agreement at 121 King Street East:

- (a) That the applicants request for a discharge of the Encroachment agreement registered as Instrument No. 498957 C.D. on February 28, 1989 be approved provided that the discharge is prepared to the satisfaction of the City Solicitor;
- (b) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Additional Cost Sharing for Wellington Chase Phase I, Stage 1 Subdivision Agreement:

- (a) That the City's share of the cost of final roads for Wellington Chase - Phase 1, Stage 1" be increased by \$1 075 to \$31 980.50
- (b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Strawberry Hill Addition:

- (a) That the Director of Public Works be authorized and directed to proceed with the necessary works to clean up the southerly boulevard of Strawberry Drive from Lake Avenue to approximately 70 metres easterly (at the rear of the Alpine Hotel and Tavern property).
- (b) That the cost of the required works (estimated at \$6 300) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (c) That the approved funds be transferred into the subdivision account for Strawberry Hill Addition, Account No. CP56985287460219.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Abbey Hill Farm Phase III:

- (a) That the submitted schedules for the estimated cost of services in "Abbey Hill Farm - Phase 3", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement. These lands are located west of Upper James Street and South of Rymal Road in the Kennedy East Neighbourhood.
- (b) That the mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, Shedaco Holdings Limited.
- (c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, provided he enters in to a Standard Agreement for Pre-servicing.

Additional Cost Sharing
for Wellington Chase
Phase I, Stage 1
Subdivision Agreement

Strawberry Hill Addition

Plan of Subdivision
for Abbey Hill Farm
Phase III

Plan of Subdivision
for Gagliano Gardens
Addition

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Gagliano Gardens Addition:

- (a) That the submitted schedules for the estimated cost of services in "Gagliano Gardens Addition", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located east of Upper Gage Avenue and north of Rymal Road East in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$361 992.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the City of Hamilton and the owner, DiCenzo Construction Company Limited.
- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- (e) That the City's share of the cost of services for the development (\$133 138) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the 0.3m reserve, Block 32, on Plan 62M-622, into the Gagliano Drive road allowance after the Plan of Subdivision for "Gagliano Gardens Addition" has been registered,
 - ii. incorporate the 0.3m reserve, Block 31, on Plan 62M-622, into the Eaglewood Drive road allowance after the Plan of subdivision for "Gagliano Gardens Addition" has been registered,
- (g) That the City accept title to Parts 1 and 2, Plan 62R-9923, being the lands required for Part of the Parma Drive road allowance.

NOTE: This land (described as Parts 1 and 2, Plan 62R-9923) is being dedicated to the City by its owner in accordance with a draft plan of subdivision and the owner's solicitor is to prepare the necessary deed and certify title to the City.

- (h) 1. That the City Solicitor be authorized and directed to prepare the necessary By-law to establish Part 2, Plan 62R-9923 as part of the Parma Drive road allowance after the plan of subdivision for "Gagliano Gardens Addition" has been registered. (Note: Part 1, Plan 62R-9923 is to be retained as a 0.3 metre reserve until the adjacent lands develop.)

11. That the City accept title to Parts 1 to 13 (inclusive), Plan 62R-9927, being the lands required for part of the Eaglewood Drive road allowance.

NOTE: This land (described as Parts 1 to 13 (inclusive), Plan 62R-9927 is being dedicated to the City by various owners in accordance with a draft plan of subdivision and the owner's solicitors are to prepare the necessary deeds and certify title to the City.

- (i) That the City Solicitor be authorized and directed to prepare the necessary By-law to establish Parts 3, 4, 7, 8, 11, and 12, Plan 62R-9927 as part of the Eaglewood Drive road allowance after the plan of subdivision for "Gagliano Gardens Addition" has been registered. (Note: Parts 1, 2, 5, 6, 9, 10 and 13 are to be retained as 0.3 metre reserves until the adjacent lands develop.)

The Committee approved the following recommendation of the Director of Traffic Services respecting a discharge of a residential boulevard parking agreement at 126 Chestnut Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 494807 C.D. to the property at No. 126 Chestnut Avenue, be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Discharge of a Residential Boulevard Parking Agreement at 126 Chestnut Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a discharge of a residential boulevard parking agreement at 18 Mayflower Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as instrument No. 348464 C.D. to the property at No. 18 Mayflower Avenue, be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Discharge of a Residential Boulevard Parking Agreement at 18 Mayflower Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved parking space for a handicapped resident at 251 Hunter Street West:

- (a) That a "Permit Parking" regulation be implemented on the south side of Hunter Street West commencing 117 feet east of Ray Street South and extending to a point 22 feet easterly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Robert Franks, 251 Hunter Street West; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Request for a reserved parking space for a handicapped resident at 251 Hunter Street West

Request for a Reserved
Parking Space for a
Handicapped Resident
at 196 Weir Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved parking space for a handicapped resident at 196 Weir Street North:

- (a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. J. Brellisford, 196 Weir Street North; and
- (c) That City Traffic By-Law 89-72 be amended accordingly.

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services respecting Intersection Control:

- (a) That southbound traffic on Glenayr Street be required to stop for eastbound and westbound traffic on Gemini Drive; and
- (b) That westbound traffic on Meta Street be required to stop for northbound and southbound traffic on Flora Drive; and
- (c) That eastbound traffic on Meta Street be required to stop for northbound and southbound traffic on Teresa Street; and
- (d) That three-way stop control be implemented at the intersection of Rushdale Drive and Redmond Drive; and
- (e) That three-way stop control be implemented at the intersection of Templemead Drive and Rockland Avenue; and
- (f) That eastbound traffic on Redhill Avenue be required to stop for northbound and southbound traffic on the east leg of Montmorency Drive; and
- (g) That four-way stop control be implemented at the intersection of Montmorency Drive and Albright Road; and
- (h) That northbound traffic on Lancer Court be required to stop for eastbound and westbound traffic on Hussar Avenue; and

NOTE: An item respecting requests for stop signs at Greenhill Avenue was tabled to the September 1989 meeting for a further report on Traffic Conditions in this area.

- (i) That westbound traffic on Josephine Drive be required to stop for northbound and southbound traffic on Dublin Drive; and
- (j) That eastbound traffic on Dublin Drive be required to stop for northbound and southbound traffic on Josephine Drive; and
- (k) That three-way stop control be implemented at the intersection of Greencedar Drive and Greenguild Avenue; and
- (l) That stop signs be erected to control northbound and southbound traffic on Enola at Mentino; and
- (m) That City Traffic By-law 89-72 be amended accordingly.

An item respecting parking regulations on Gibson Avenue from Barton Street East to the northerly end was tabled.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations:

- (a) That a "No Stopping Anytime" regulation be implemented on the south side of George Street commencing at Caroline Street North and extending to a point 250 feet easterly therefrom; and
- (b) That a "Permit Parking" regulation be implemented on the east side of Locke Street North commencing 80 feet north of Napier Street and extending to a point 152 feet northerly therefrom; and
- (c) That the Director of Traffic Services be authorized to issue one parking permit, upon request, on a first come, first served basis to the first four eligible applicants residing in a one, two or three family dwelling abutting the block; and
- (d) That, in accordance with the recommendation of the Fire Chief, a parking prohibition be implemented on the west side of Elgar Avenue between Limeridge Road and Fassett Avenue; and
- (e) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the both sides of Munn Street between Upper Sherman Avenue and East 33rd Street; and
- (f) That City Traffic By-law 89-72 be amended accordingly.

It was further agreed that the Mayor would convene a joint meeting of the City of Hamilton Traffic Department, the Hamilton-Wentworth Parking Authority and the Henderson General Hospital, to look at the feasibility of providing additional parking spaces in the vicinity of the Henderson General Hospital.

Alderman Smith and Alderman Merling are to attend this meeting as well.

The Committee approved the following recommendations of the Director of Traffic Services respecting School Traffic Officers:

- (a) That the temporary placement of a school traffic officer to the intersection of Greenhill Avenue and Hildegard Drive, as approved by the City Council on 1989 January 31, be relocated to the intersection of Greenhill Avenue and Ambrose Avenue.
- (b) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Upper Paradise and Megna Court/Gemini Drive during the three school crossing periods; and
- (c) That the Finance Committee be requested to recommend a method of financing \$2 750 to cover the cost of assigning a school traffic officer to this intersection for the remainder of 1989.

Parking Regulations on Gibson Avenue from Barton Street East to the northerly end - tabled

Parking Regulations

Feasibility of providing additional parking spaces in the vicinity of the Henderson General Hospital

School Traffic Officers

- (d) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer presently assigned to the intersection of Upper Sherman Avenue Jasmine Street be relocated to the intersection of Upper Sherman Avenue and Southampton Drive/Berko Avenue.
- (e) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school traffic officer which is presently situated at the intersection of Limeridge Road East and Leggett Crescent, be relocated approximately 500 feet east to the intersection of Limeridge Road East and Lockton Crescent.

Request for a School
Traffic Officer -
Roxborough Avenue and
Graham Street - tabled

An item respecting a request for a school traffic officer/parking regulations at the intersection of Roxborough Avenue and Graham Street North was tabled.

Extension of a Bus Stop
Clearance on the south-
side of Melvin Avenue
East of Walter Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the extension of a Bus Stop Clearance on the southside of Melvin Avenue East of Walter Avenue:

- (a) That the existing "No Stopping" regulation for the bus stop on the southside of Melvin Avenue, east of Walter Avenue be extended by 20 feet, such that the regulation commences at Walter Avenue and extends to a point 154 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Time Limit Exemption
permit - 34 London
Street

With respect to a request for a time limit exemption permit by Mr. Dave Lake of 34 London Street North, the Committee approved the following recommendation:

That a time limit exemption permit be issued to the resident at 34 London Street North, which would allow him to park an HSPCA vehicle, in excess of the signed one hour parking time limit, on London Street North.

Bills

The following Bills were introduced:

- (a) Proposed Expropriation of Part of Lot 14, Concession 8, in the Former Geographic township of Barton (known municipally as 1477 Upper James Street
- (b) By-law to incorporate Part 2, Plan 62R-10413 into Mount Pleasant Drive
- (c) By-law to incorporate Parts 3 and 5, Plan 62R-9557 into Templemead Drive
- (d) By-law to incorporate Part 1, Plan 62R-10399 into Brigade Drive
- (e) By-law to incorporate Block 73, Plan 62M-577 into Corsica Court
- (f) By-law to incorporate Block 75, Plan 62M-577 into Dragoon Drive
- (g) By-law to incorporate Block 74, Plan 62M-577 into Fusilier Drive

- (h) By-law to incorporate Part 2, Plan 62R-10245 into Ruby Street
- (i) By-law to incorporate Block 113, Plan 62M-528 into Rushdale Drive
- (j) By-law to incorporate Block 70, Plan 62M-577 into Brigade Drive
- (k) By-law to incorporate Part 1, Plan 62R-9520 into Brigade Drive
- (l) By-law to establish Part 1, Plan 62R-9570 for the southerly extension of Acadia Drive
- (m) By-law to incorporate Block 14, Plan 62M-570 into Paris Avenue
- (n) By-law to incorporate Block 110, Plan 62M-583 into Astonwood Drive
- (o) By-law to incorporate Block "BX", Plan M-145 and Block 157, Plan 62M-593 into Rita Avenue
- (p) By-law to incorporate Block 158, Plan 62M-593 into Templemead Drive
- (q) By-law to Designate Parts 4 and 5, Plan 62R-10430, part of Rupert Court Extension, as a Public Walkway

The Committee met to hear delegations.

The Committee approved the following recommendation with respect to a Proposed Alleyway Closure between Clinton Street and Princess Street 121m east of Sherman Avenue North to 91m west of Barnesdale Avenue:

- (a) 1. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980 for an order to stop-up and close the alleyway consisting of Part 3 on Plan 62R-10278 between Clinton Street and Princess Street.
- ii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on Part 3 of the alley to be closed.
- iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv. That the applicant register plan under The Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Delegations

Alleyway Closure
between Clinton Street
and Princess Street
121m east of Sherman
Avenue North to 91m
West of Barnesdale
Avenue

- vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

- (b)
 - i. That the City Solicitor be directed to prepare a By-law, to stop-up close and retain the public assumed alleyway described as Parts 1 & 2 of Plan 62R-10278.
 - ii. That the Regional Surveyor be authorized to prepare and deposit the necessary reference plan.
 - iii. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
 - iv. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

Proposed Alley Closure
North South from Fennell
Avenue to 30.10 m
Northerly between the
East 26th Street and
East 27th Street

Mr. Mike Barker of 192 East 22nd appeared before the Transport and Environment Committee to obtain further explanation of the proposed alley closure north south from Fennell Avenue to 30.10 metre northerly between the east 26th Street and East 27th Street.

The following recommendation of the Commissioner of Engineering was moved by Alderman Merling, seconded by Alderman Ross and Carried:

- (a)
 - i. That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of The Registry Act, R.S.O. 1980 for an order to stop-up and close the North/South Alleyway from Fennell Avenue East to 30.10m Northerly between East 26th Street and East 27th Street.
 - ii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
 - iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
 - iv. That the applicant register a reference plan under the Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
 - v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
 - vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

- (b) 1. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
- 11. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

With respect to an item dealing with a driveway dispute at No.'s 36 and 40 Solomon Crescent, it was moved by Alderman Smith seconded by Alderman Ross that this matter be tabled to the next meeting of the Transport and Environment Committee to which both parties are to be invited to attend. Carried.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Driveway Dispute at
No's 36 and 40 Solomon
Crescent - tabled

Adjournment

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 September 11
COMM FILE:
DEPT FILE:

SUBJECT: SUPPLY AND DELIVERY OF SAND, TREATED AND UNTREATED AND SODIUM CHLORIDE DURING WINTER SEASON 1989-90

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Sand, Treated and Untreated and Sodium Chloride during the winter season 1989-90 in accordance with specifications issued and vendor's tenders, as follows:

Lakeview Sand & Gravel, Paris

Sand Treated	\$ 15.29 delivered
	11.64 picked up
Sand Untreated	7.79 delivered
	4.41 untreated

Prices per tonne including Provincial Sales Tax

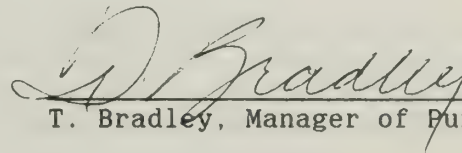
Domtar, Toronto

Coarse Crushed in 22.5 tonne loads	\$ 32.13 delivered
Highway Fine in 40 kg. bags	\$102.60 delivered

(based on 789 bags per truckload)

Prices per tonne including Provincial Sales Tax

NOTE: Lowest of three (3) tenders received for each. Funds provided in Stock Inventory Account #CH56197 60999.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

	<u>Sand</u>		<u>Salt</u>	
	Treated	Untreated		
	Del'd	P/Up	Del'd	P/Up
			Coarse	Fine
Lakeview Sand & Gravel				
Paris	\$15.29	\$11.64	\$7.79	\$4.41
Steetley Quarry, Dundas	17.79	14.58	8.65	4.40
TCG Materials, Cambridge	19.06	14.52	9.95	6.95
Domtar, Toronto			\$32.13	\$102.60
Windsor Salt, Mississauga			33.63	111.51
Akzo Salt Ltd., Mississauga			33.70	125.83
Prices per metric tonne				

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 August 28
COMM FILE:
DEPT FILE: 22.41.1(4509)

SUBJECT: Sale of Road Allowance
Brenda Street east limit, east of Eleanor Avenue

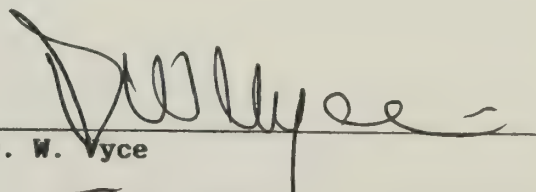
RECOMMENDATION:

- (a) That an Offer to Purchase executed by H. Steinnagel of Steinnagel Construction Limited on August 11, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell the road allowance of Brenda Street, east limit, east of Eleanor Avenue, be approved and completed.

Note: The subject parcel contains 307.84 square metres (3,313.67 square feet) and is shown as Parts 1 and 4 on attached copy of Plan 62R-10213 Surveys. The purchase price of \$28,000.00 is to be credited to account RF45001 25202. A certified deposit cheque in the amount of \$2,800.00 is being held by the City Treasurer pending approval of this transaction.

- (b) That an Offer to Purchase executed by Louis Serafini on behalf of Bar-Brock Enterprises Ltd. on July 27, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell the road allowance of Brenda Street, east limit, east of Eleanor Avenue, be approved and completed.

Note: The subject parcel contains 307.59 square metres (3,310.98 square feet) shown as Parts 2 and 3 on attached copy of Plan 62R-10213 Surveys. The purchase price of \$28,000.00 is to be credited to account RF 45001 25202. A certified deposit cheque in the amount of \$2,800.00 is being held by the City Treasurer pending approval of this transaction.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The total amount of \$56,000.00 realized from this sale will be credited to account # RF45001 25202.

BACKGROUND:

On August 30, 1988 in adopting Item 14 of the 12th Report of the Transport and Environment Committee, City Council approved an application to close this road allowance.

We therefore attach Offers to Purchase executed by the abutting owners for approval.

Attach.

- c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. E.C. Matthews, City Treasurer
 - Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. R. Douglas
Attention: Mr. J. Clairmont

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

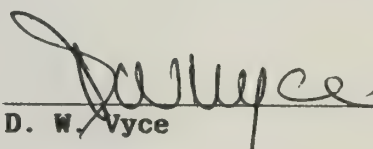
DATE: 1989 August 28
COMM FILE:
DEPT FILE: (4509)

SUBJECT: Settlement of Expropriation - Greenhill Avenue
Sunshine Construction Inc. and DiCenzo Construction Company Limited

RECOMMENDATION:

That an Agreement by Owner to Accept Compensation executed by Mr. Anthony DiCenzo on behalf of DiCenzo Construction Company Limited and Frank Husack, President of Sunshine Construction Inc. for full and final settlement of compensation for all interests in the real property known as part of 12 Centennial Parkway South as shown on Expropriation Plan No. 223432 L.T. registered on May 6, 1989, be approved and completed. Schedule "A" also forms part of this agreement.

Note: The subject property is shown as Parts 1 and 2 on Expropriation Plan 223432 L.T. containing 656.65 square metres (7,068.35 square feet). The total settlement of \$1.00 is to be charged to account #RF53003 25202. The \$5,000.00 to be paid by the former owners to the City on closing of this expropriation is to be credited to Account #RF53003 25202.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above.

BACKGROUND:

On March 8, 1988, City Council approved a by-law to expropriate part of the property at 12 Centennial Parkway South for roadway purposes.

City Council approved an Official Offer of \$13,000.00 on August 30, 1988 and the City became eligible for possession of the lands on December 22, 1988.

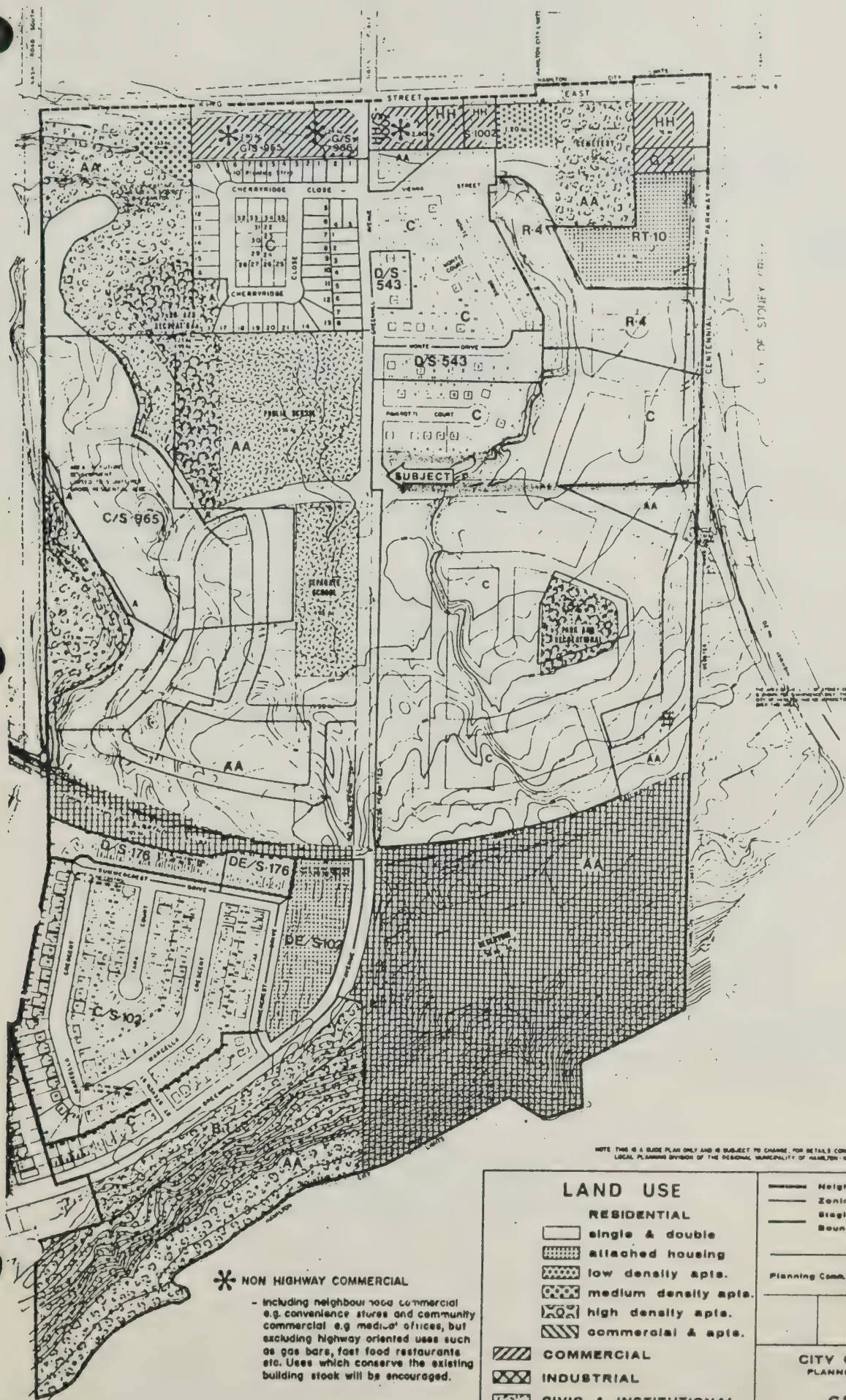
In the meantime, the owners agreed to convey the lands required for \$1.00 and agreed to pay all costs incurred by the City to process this expropriation in the total amount of \$5,000.00.

BACKGROUND - Continued...

The Agreement by Owner to Accept Compensation executed by Anthony DiCenzo and Frank Husack, for the property more particularly described as part of Lots 27 and 28, Concession 4, in the former Township of Saltfleet, represents the full and final settlement of compensation relating to this expropriation.

Attach.

- c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. E.C. Matthews, City Treasurer
 - Mr. R. Douglas, Regional Engineering



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON - WEST NORTH.

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 September 7
COMM FILE:
DEPT FILE: 34.26.1(4508)

SUBJECT: Sale of closed southerly portion
of Rupert Court Extension

RECOMMENDATION:

That an Offer to Purchase executed by Los Andes of Hamilton Co-operative Inc. on August 18, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell a portion of Rupert Court be approved and completed.

Note: The subject parcel contains 2,071.5 square metres (22,298.17 square feet) and is shown as Parts 1, 2, 3 and 6 on Plan 62R-10430. Also that an easement for storm and sanitary sewers be registered against Part 2 in favour of the Region prior to the sale of said part. The purchase price of \$1.00 is to be credited to account RF 45001 25202 - Reserve for Property Purchases.


D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

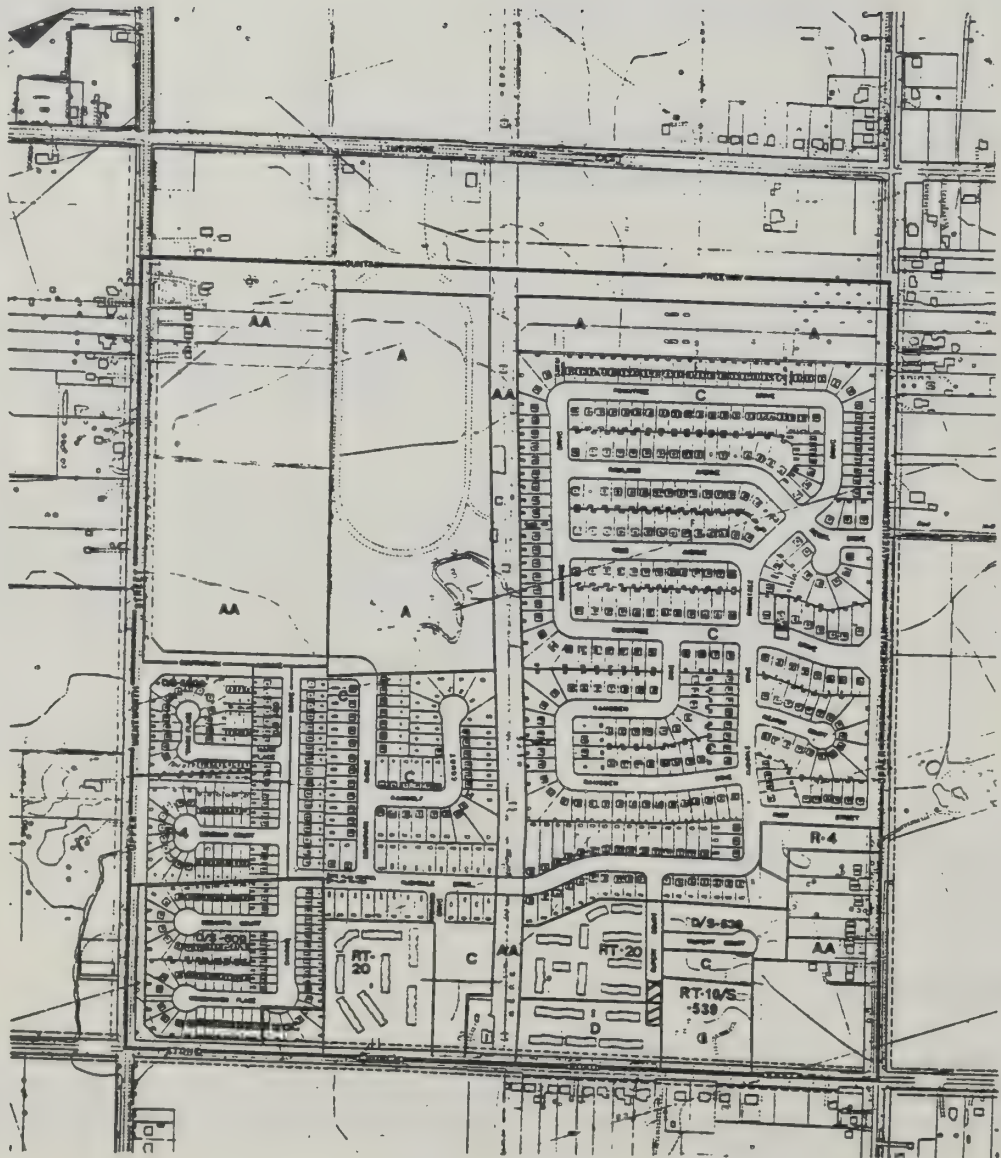
See above.

BACKGROUND:

On April 25, 1989 in adopting Item 8 of the 9th Report of the Transport and Environment Committee, City Council approved an application to stop-up, close and sell this portion of Rupert Court to Los Andes of Hamilton Co-Operative Inc. for the sum of \$1.00.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. R. Douglas, Regional Engineering



<table border="1"> <tr> <td>10</td> <td>126</td> <td>96</td> </tr> <tr> <td>20</td> <td>118</td> <td>112</td> </tr> <tr> <td>8</td> <td>19</td> <td>48</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	10	126	96	20	118	112	8	19	48	<p>CITY OF HAMILTON</p> <p>RUSHDALE</p> <p>ZONING</p>
10	126	96								
20	118	112								
8	19	48								
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p>	<p>SCALE</p> <p>1" = 100'</p>									
<p>Prepared for The City of Hamilton by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth</p>	<p>7511</p> <p>JUNE 1990</p> <p>118</p>									

FOR ACTION

6.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R.A. Hooker
Acting City Solicitor

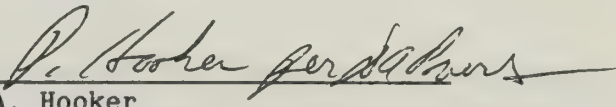
DATE: 1989 August 22
COMM FILE:
DEPT FILE: 1-44

SUBJECT: Discharge of Garbage Collection Agreement 714705 Ontario Incorporated
408 Cumberland Avenue

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a discharge of the Garbage Collection Agreement between The Corporation of the City of Hamilton and 714705 Ontario Incorporated for the collection of garbage at 408 Cumberland Avenue.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A) N/A


P.R.A. Hooker
Acting City Solicitor

BACKGROUND:

The City and Groombridge Investments Limited entered into a Garbage Collection Agreement for 408 Cumberland Avenue. This Agreement was registered on title on March 21, 1979 as Instrument 197349 A.B. The present owners of 408 Cumberland Avenue have requested a discharge of this agreement as they now use a private contractor for garbage collection.

cc. Mr. J.G. Pavelka, Director
Public Works Department

Attention : D. Lobo

FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 11
COMM FILE:
DEPT FILE: 65-3.33

SUBJECT: Sale of portion of an alley running northerly from Main Street, between John and Hughson Streets, Part of Lot 23, Plan 1431, 10 John Street

RECOMMENDATION: That the attached draft by-law be enacted by City Council.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: With the adoption of section 20 of the 19th Report of the Public Works Committee on the 14th day of November, 1961, City Council authorized the stopping-up, closing and sale of the above-noted public alley.

By-law No. 71-315, enacted on the 1st day of December, 1971 by the Council of the Corporation of the City of Hamilton, provides for the stopping-up and closing of said public alley, and authorizes the sale of the soil and freehold to the Crown in Right of Canada, subject to specifications and conditions.

However, section 2 of By-law No. 71-315 time limited completion of the said sale transaction. That time limitation has expired.

The attached by-law confirms the decision of the previous Council to stop-up and close the above-captioned alley, and it authorizes the sale of same, subject to the terms and conditions as specified in the original Council resolution (section 20 of the 14th Report of the Public Works Committee adopted by City Council on the 14th day of November, 1961).

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas
Attn: Mr. J. Clairmont

c.c. Mr. E. A. Simpson, City Clerk

LL:sr
Att.

FOR ACTION

8.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: SEPTEMBER 5, 1989
COMM FILE:
DEPT FILE: E308-02C

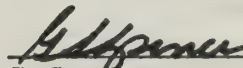
SUBJECT

Rondar Decontamination of PCBs for Slater Steel

RECOMMENDATION

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- a) The City of Hamilton has no objection to Rondar Inc. carrying out PCB decontamination of 5,620 litres of PCB contaminated transformer oil at Slater Steel's 344 Sherman Avenue North facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- b) No specific City of Hamilton or Regional permits are required for the work proposed for Rondar Inc.;
- c) If provision has not been made by the MOE to advise the Imperial Street residents, east of Sherman Avenue, of the proposed work to be carried out at 344 Sherman Avenue, Rondar will carry out the necessary notification of area residents; and,
- d) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.



G.S. Spencer
Commissioner of Engineering

Cont'd...

-page 2-
September 5, 1989

Rondar Decontamination of PCBs for Slater Steel

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Slater Steel, in an effort to improve the environment, has hired Rondar Inc. to carry out on-site PCB decontamination at its facilities located at 344 Sherman Avenue North in Hamilton.

Rondar Inc. has made application to the MOE for site approval to carry out the PCB decontamination. The application by Rondar Inc. to the MOE covers the destruction of 5,620 litres of PCB contaminated transformer oil contained in 30 forty-five gallon drums. The transformer oil contains less than 500 parts per million (ppm) of PCBs.

Rondar Inc. and the PCB destruction technology used by this company has been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPU). The oil is circulated through the process until it contains a non-detectable level of PCBs (less than 2ppm). Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB waste.

The cleansed oil will be received and processed by Can-Am Oil Services.

The work proposed by Rondar Inc. is fully detailed in its site application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The PCB decontamination process will be carried out entirely on Slater Steel property. The Sherman Avenue North Site is adjacent to several residential properties which front on Imperial Street. Area residents should be notified of the proposed work by the MOE or Rondar Inc.

Cont'd...

-page 3-
September 5, 1989

Rondar Decontamination of PCBs for Slater Steel

Cont'd...

BACKGROUND (Cont'd)

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work, once the Certificate of Approval has been issued to Rondar Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

Rondar Inc. officials will schedule the work to be carried out a period of three consecutive days once MOE approval is granted.

MEG/md

9.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

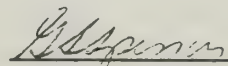
DATE: August 24, 19
COMM FILE: 3-11.4
DEPT FILE: S707-48
ID #

SUBJECT:

Additional Cost Sharing - "Gilkson Village",
Subdivision Agreement, Hamilton

RECOMMENDATION

- a) That the City's share of the cost of curbs, sidewalks and final roads for "Gilkson Village" be increased by \$1,400.00 to \$11,221.96; and,
- b) That the Co-ordinating Committee recommend the source of funding for these additional costs.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved Amount</u>	<u>Amount Now Required</u>
Sidewalks & Curbs	\$ 3,796.80	\$3,796.80
Final Roads	\$ 6,025.16	\$7,425.16

BACKGROUND

Item 14 of the Eleventh Report of the Transport and Environment Committee, as adopted by City Council on July 28, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owner of the lands. The present owner of these lands is 465624 Ontario Limited.

Cont'd

-Page 2-
August 23, 1989

Additional Cost Sharing - "Gilkson Village",
Subdivision Agreement, Hamilton

Cont'd

For the Committee's information, the additional funds are required for payment of the City's share of construction based on the successful contractor's unit prices.

Jb TGE:klv
rom

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Co-ordinating Committee

F O R A C T I O N

10.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: September 7, 198
COMM FILE: 3-11.4
DEPT FILE: S705-20

SUBJECT

Plan of Subdivision for "EASTGATE HEIGHTS", Hamilton, located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood.

RECOMMENDATION


- a) That the submitted schedules for the estimated cost of services in "Eastgate Heights", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood. The total estimated cost of services for this development is \$362,280.56.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, Landmart Building Corp.
- c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-servicing.
- e) That the City's share of the cost of services for the development (\$173,460.19) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.

Cont'd

Plan of Subdivision for "EASTGATE HEIGHTS", Hamilton, located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood.

Cont'd

- f) That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to:
- i) incorporate the 0.305 m reserve, Lot 101, on Plan 62M-163, into the Fairington Crescent road allowance after the Plan of Subdivision for "Eastgate Heights" has been registered,
 - ii) establish Part 1, Plan 62R-8672 as part of the Fairington Crescent road allowance with the exception of 0.3 metre reserves to be retained by the City along the westerly and easterly limits of the said Part 1, after the plan of subdivision for "Eastgate Heights" has been registered.


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Eastgate Heights" is as follows:

<u>Type of Work</u>	<u>Amount to be Financed</u>
Road Reconstruction	\$ 4,720.95
Sidewalks and Curbs	\$ 58,308.06
Final Roads including catch basins	\$ 79,711.98
Street Lighting	\$ 6,121.20
Sodding	\$ 4,600.00
Sewers	\$ 15,549.50
Watermains	\$ 4,448.50
Total City Share	\$ 173,460.19

A portion of the City's share (\$49,339.30) is associated with City owned lands along the north-westerly end of Eastgate Court. The remaining portion (\$124,120.89) is associated with services on Eastgate Court and Fairington Crescent adjacent to 0.3 m reserves.

The estimated Subdivider's share of the cost of services is \$188,820.37.

Cont'd

-Page 3-
September 7, 1989

Plan of Subdivision for "EASTGATE HEIGHTS", Hamilton, located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood.

Cont'd...

BACKGROUND

Clause 6A(b) of the Fifteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on July 22, 1987, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Landmart Building Corp.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, as prepared by Ashenhurst Nouwens Limited have been submitted to Regional Engineering for approval.

Development of these lands will result in the creation of twenty-four (24) lots for single family residential use and six (6) blocks for future single family residential use.

For the information of the Committee, there is one (1) 0.3 m reserve abutting this development which is required to be incorporated into the road allowance of Fairington Crescent in conjunction with the registration of this plan. This reserve is as follows:

- a) Lot 101, Plan 62M-163; to be incorporated into the Fairington Crescent road allowance.

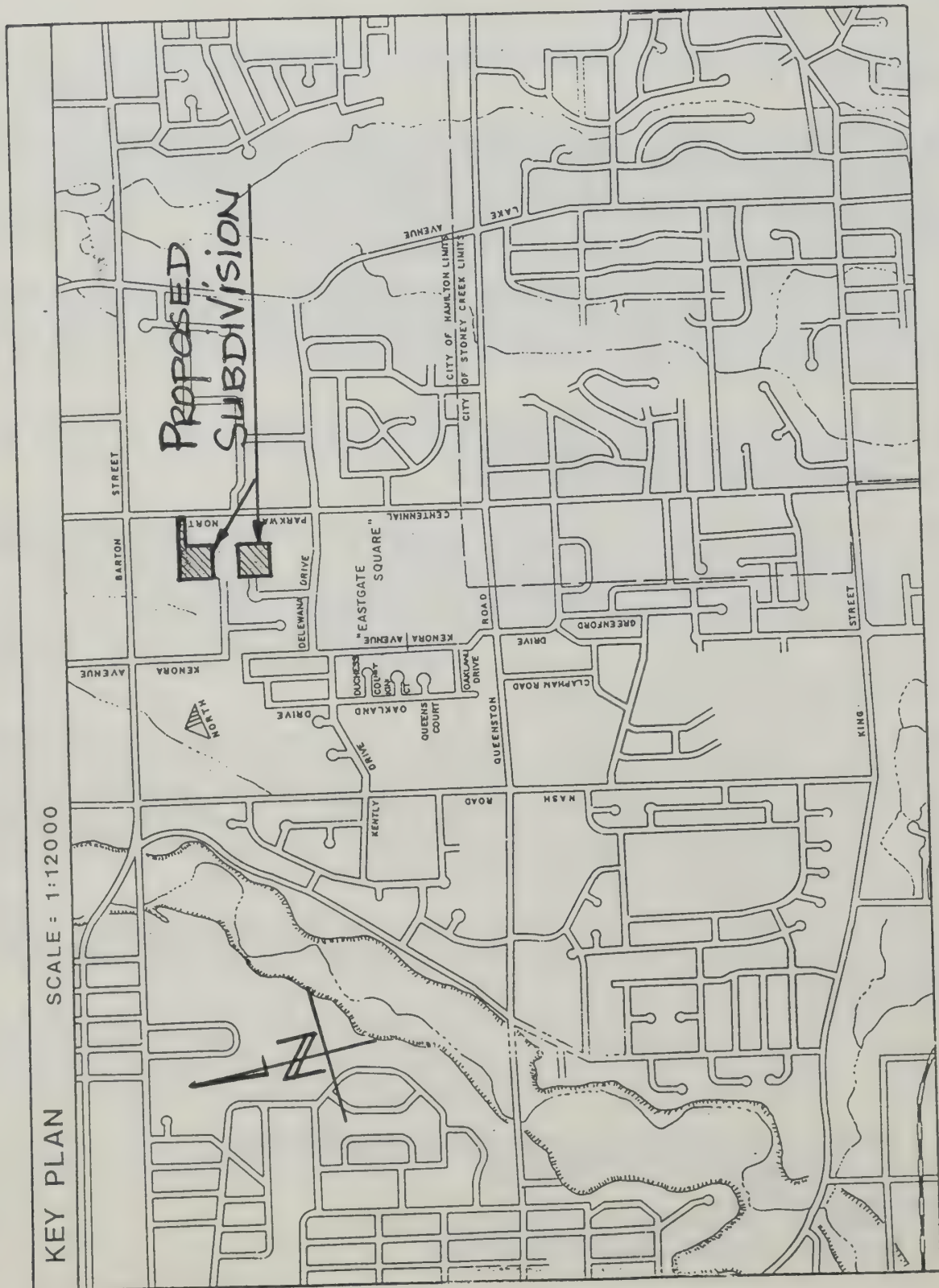
In addition to the above noted reserve, the City owns all of Part 1, Plan 62R-8672 which is located between Lots 9 and 10. This part is also required to be established as a portion of Fairington Crescent. However, the City will have to retain 0.3 metre reserves along the westerly and easterly limits of Part 1, and only lift these reserves when the abutting lands are developed in the future.

It is being recommended that these lands be incorporated into the road allowance immediately following the registration of the plan for "Eastgate Heights".

DVC:klv

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasury
Att: B. Hotrum
cc: R. Douglas, Regional Surveyor's Office
cc: P. Hooker, Acting City Solicitor

SCALE = 1:12000



11.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: August 29, 1989
COMM FILE:
DEPT FILE: S704-32
ID#

SUBJECT:

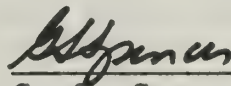
Implementation of the Approved Ryckman's Neighbourhood Plan

RECOMMENDATION

- a) That the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m	@ \$131.00	= \$14,672.00
Roadway	112 m	@ \$221.00	= \$24,752.00
			<u>TOTAL = \$39,424.00</u>

- b) That concurrent with item a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being Part 6 of 62R-9868, which amount is \$31,609.00.
- c) That the Coordinating Committee be requested to recommend the method of financing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The financial arrangements are in accordance with standard cost-sharing policies on the assumption that the Board already owns the adjacent lands.

Cont'd

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

BACKGROUND

In 1986 the City approved the Ryckmans Neighbourhood Plan, and 1987 approved a draft plan for DiCenzo Gardens. The approvals were based on the assumptions that the Board of Education and the private owner would exchange certain lands so that the proposed school would be located on a collector road. This site was selected for traffic, safety and public convenience reasons. The exchange consists of Parts 4 and 5, 62R-9868 going to the Board and Part 2, 62R-9868 going from the Board to DiCenzo Construction.

The Board of Education and DiCenzo Construction Ltd. have now agreed to exchange the land on an area for area basis with no compensation being paid for difference in land value. There would not have been any City involvement in this transaction if all of the lands in the area were undeveloped. However, one side of the proposed school site has now been improved by construction of a street which results in City and Regional involvement because the Board of Education and private companies are subject to different policies on municipal cost sharing.

The land exchange has been agreed to between the parties on the basis that the City and Region will deal with the service cost as if the lands had been exchanged prior to the establishment of DiCenzo Drive. It is staff's view that this is reasonable and appears to be the only manner in which to implement City Council's original intent.

In order to implement City Council's plan and to maintain normal cost sharing arrangements between the Board, the private owner, and the City, the following must take place:

1. The Board of Education pay the City the cost calculated in accordance with the Local Improvement Act and the current agreement between the City and The Board.
2. The City pay DiCenzo Construction for the City services on DiCenzo Drive adjacent to the school site.

The Board of Education share of services is \$39,424.00 and is calculated on the 1989 City of Hamilton Local Improvement Act charges. The general agreement between the City and the Board states that the Board shall pay Local Improvement Act charges but shall not provide land or pay other charges.

Cont'd

-Page 3-
August 29, 1989

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

The City share of services is \$31,609.00. This represents the cost of sidewalks, roads, catch basins and other charges which would have been "City Share" in the original subdivision agreement if the adjacent lands had been owned by the Board of Education at the time of the establishment of DiCenzo Drive.

KAB:klv
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee
E. C. Matthews, City Treasurer, Att: B. Hotrum

12.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

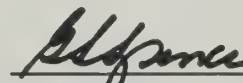
DATE: Sept. 7, 1989
COMM FILE: 3-11.2
DEPT FILE: 800-89
ID#0043D

SUBJECT:

Proposed Reconstruction of Sidewalk on the North Side of
Lawrence Road from Huxley Avenue to Approximately 300 m Easterly

RECOMMENDATIONS

- a) That the Commissioner of Engineering be authorized and directed to reconstruct the sidewalk on the north side of Lawrence Road from Huxley Avenue to approximately 300 m easterly at an estimated cost of \$30,000.00.
- b) That the Co-ordinating Committee recommend a source of funding for the work.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

The Region will be undertaking the reconstruction of the road and curb with bridge deck waterproofing on Lawrence Road from Huxley Avenue to approximately 300 m easterly. The sidewalk on the north side of Lawrence Road at this location is in need of reconstruction. It would be prudent to reconstruct the sidewalk in conjunction with the Region's project.

Cont'd

-Page 2-
September 7, 1989

Proposed Reconstruction of Sidewalk on the North Side of
Lawrence Road from Huxley Avenue to Approximately 300 m Easterly

Cont'd

Due to an oversight, the sidewalk was not included in the City's 1989 Reconstruction Program. However there are sufficient residual funds in the 1988 Reconstruction Program to undertake this work.

RPM:klv

klv
cc: D. Y. Onishi, Director
Engineering Services
cc: J. Schatz, Secretary
Co-ordinating Committee
City Clerk's Department
cc: E. C. Matthews
City Treasurer

F O R A C T I O N

13.

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 6 September 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(4)
ID#0043

SUBJECT

Temporary Street Closure - Alpine Avenue
from Belwood Street to the West End on
August 26, 1989

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing the application of Andrew Asselin on behalf of the Alpine Avenue community Residents to temporarily close Alpine Avenue from Belwood Street to the west end from 2:00 p.m. to 12:00 a.m. on Saturday, August 26, 1989 to hold a street picnic, subject to the following conditions:

- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- d) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police; Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;


-page 2-
September 6, 1989

Temporary Street Closure - Alpine Avenue
from Belwood Street to the West End on
August 26, 1989

Cont'd...

- f) That no property owner or resident within the barricaded area will be denied access to their property if requested;
- g) That all property owners and tenants along the closed portion be notified by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

be approved.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS


N/A

BACKGROUND

We have received a request from Andrew Asselin, agent on behalf of the Alpine Avenue Community Residents, to hold a street picnic on Saturday, August 26, 1989 from 2:00 p.m. to 12:00 a.m.

ANALYSIS

All property owners and tenants along the closed portion of Alpine Street have been notified of the event. Of the abutting owners and tenants 24 were in favor, 2 were unavailable, 1 was against the event, and 1 had no opinion.

 JKC:fd:klv

cc: Staff Sgt. G. Williams, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

F O R A C T I O N

14.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: September 7, 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(5)
ID#0043D (79)

SUBJECT:

Temporary Street Closure - Walnut Street
from King Street East to Main Street East
on September 16, 1989

RECOMMENDATION

That the application of M. Pocius on behalf of the International Village B.I.A. to temporarily close Walnut Street from King Street East to Main Street East on Saturday, September 16, 1989 from 9:00 a.m. to 5:00 p.m. to hold a Street Festival be approved during the pleasure of City Council provided:

- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- d) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

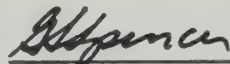
Cont'd

-Page 2 -
August 22, 1989

Temporary Street Closure - Walnut Street
from King Street East to Main Street East
on September 16, 1989

Cont'd

- f) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- g) That no property owner or resident within the barricaded area will be denied access to their property if requested.
- h) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from M. Pocius, agent on behalf of the International Village B.I.A., to hold a Street Festival on Saturday, September 16, 1989 from 9:00 a.m. to 5:00 p.m.

 JKC:klv

cc: Staff Sgt. G. Williams, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

FOR ACTION

15(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 28 August 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(735)
ID#0043D

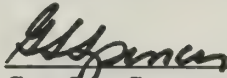
SUBJECT:

Inadvertent Encroachment Agreement
253 Brucedale Avenue, Hamilton

RECOMMENDATION

That the application of Mr. T. Garman, Solicitor, on behalf of the present owner of 253 Brucedale Avenue to retain the inadvertent encroachment consisting of wooden steps measuring 0.50m x 1.22m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
August 28, 1989

Inadvertent Encroachment Agreement
253 Brucedale Avenue, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC/KWP:klv

c.c. L. Farr, City Solicitor's Dept.

FOR ACTION

1506

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 28 August 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(73)
ID#0043D

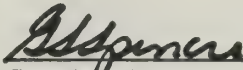
SUBJECT:

Inadvertent Encroachment Agreement
69 Florence Avenue, Hamilton

RECOMMENDATION

That the application of William Kosar, Solicitor, on behalf of the present owner of 69 Florence Avenue to retain the inadvertent encroachment consisting of concrete porch and steps measuring 0.25m (.83') x 3.28m (10.75') x 0.34m (1.13') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
August 28, 1989

Inadvertent Encroachment Agreement
69 Florence Avenue, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC/KWP:klv

c.c. L. Farr, City Solicitor's Dept.

F O R A C T I O N

15cc)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 28 August 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(730)
ID#0043D

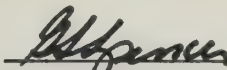
SUBJECT:

Inadvertent Encroachment Agreement
25 Brant Street, Hamilton

RECOMMENDATION

That the application of Kevin Dorer, Solicitor, on behalf of the present owner of 25 Brant Street to retain the inadvertent encroachment consisting of Steel Steps measuring 0.91m (3.0') x 0.97m (3.19') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
August 28, 1989

Inadvertent Encroachment Agreement
25 Brant Street, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC/:lj

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

15cd)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 28 August 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(721)
ID#0043D

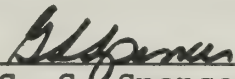
SUBJECT:

Inadvertent Encroachment Agreement
42 Britannia Avenue, Hamilton

RECOMMENDATION

That the application of Nicholas J. Zaffiro, Solicitor, on behalf of the present owner of 42 Britannia Avenue to retain the inadvertent encroachment consisting of a porch measuring 5.87m (19.27') x 0.37m (1.2') be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$105.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
August 28, 1989

Inadvertent Encroachment Agreement
42 Britannia Avenue, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 JKC/KWP:klv

c.c. L. Farr, City Solicitor's Dept.

15ce)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: August 23, 1989
COMM FILE:
DEPT FILE: T103-50(781)
ID#0043D

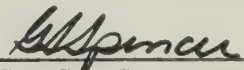
SUBJECT:

Inadvertent Encroachment Agreement
173 Markland Street
Discharge of Encroachment Agreement
171 Markland Street

RECOMMENDATION

That the application of Ingeborg Brigitta Engelhardt the present owner of 173 Markland Street to retain the inadvertent encroachment consisting of a bay window measuring 0.34m x 1.20m be approved during the pleasure of Council provided:

- a) i) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- ii) That a first year fee of \$NIL, and subsequent annual fee of \$20.00 be set for this privilege.
- iii) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.
- b) i) That the applicants request for a discharge of the Encroachment Agreement for 171 Markland Street, registered as Instrument No. 226523 C.D. on October 19, 1982 be approved provided that the discharge is prepared to the satisfaction of the City Solicitor;
- ii) That the appropriate City signing officials be authorized to execute the documents in relation to the discharge.



G. S. Spencer
Commissioner of Engineering

-page 2-
August 23, 1989

Inadvertent Encroachment Agreement
173 Markland Street
Discharge of Encroachment Agreement
171 Markland Street

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

We have received a request from Mr.Hinchey, Solicitor, on behalf of the owner of the above noted property for a discharge to an existing agreement registered on title.

ANALYSIS

The property upon which the encroachment exists is No. 173, Part 1 Markland Street.

The legal description of the Encroachment Agreement however has indicated Part 2 as being the lands for the Agreement therefore binding No. 171 Markland Street to the Encroachment.

The owner of No. 171 Markland Street is now in the process of selling the property and requests that the Agreement be removed from his property.

CONCLUSION

Since the encroachment is not properly described in the agreement and is in no way connected to municipal number 171 Markland Street, we have no objection to this discharge.

JJC:klv

c.c. L. Farr, City Solicitor's Dept.

160ca)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: September 7
COMM FILE: 3-11.6
DEPT FILE: T103-50
ID#0043D

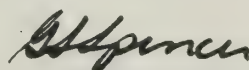
SUBJECT:

Encroachment Agreement
308 Catherine Street North

RECOMMENDATION

That the application of Mr. R. Brown, Solicitor, on behalf of the present owner of 308 Catherine Street North to retain the encroachment consisting of concrete steps measuring 3.90 m X 5.23 m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-Page 2-
September 7, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

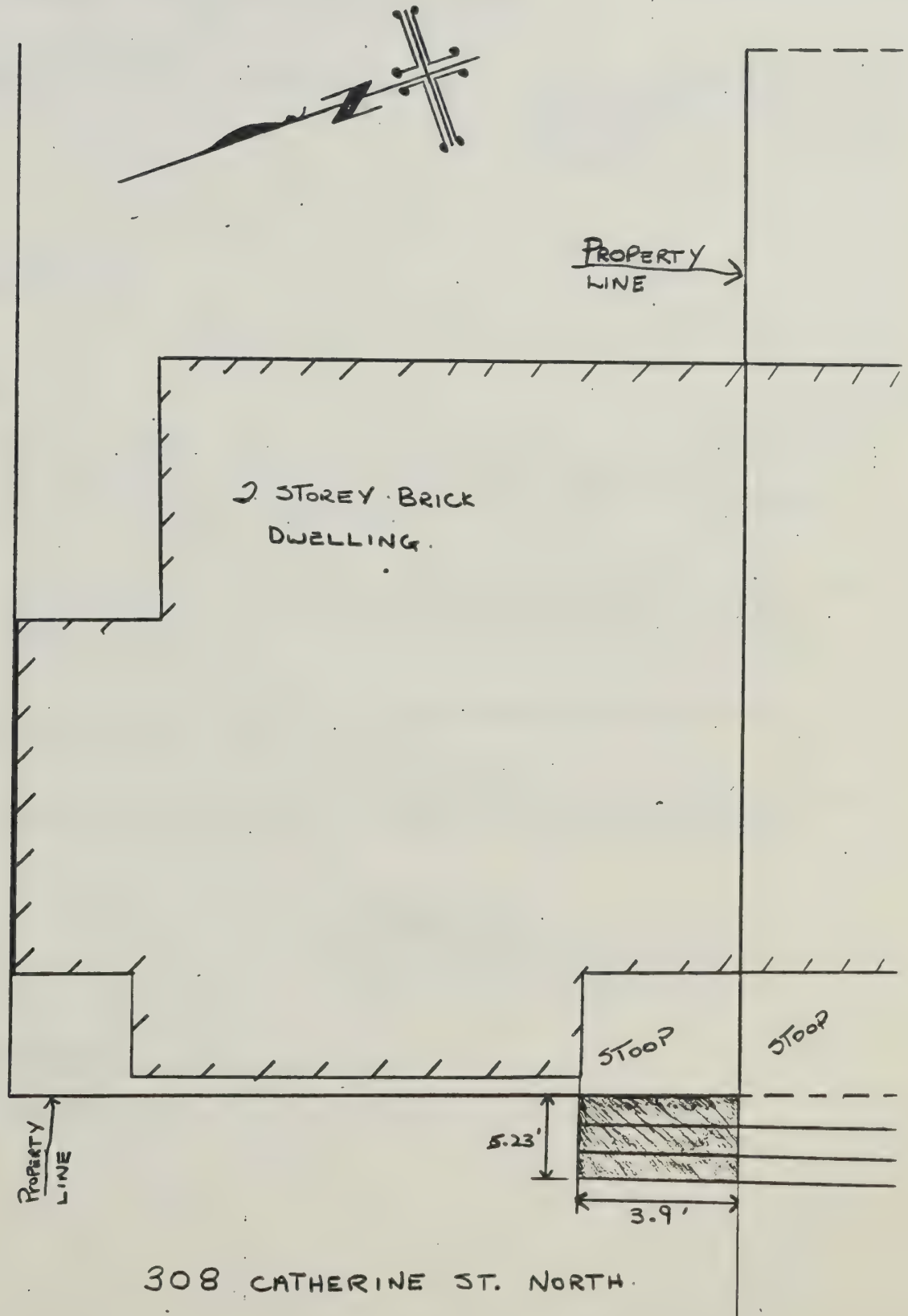
We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JJC JKC:klv

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(737)



* NOTE: THIS IS NOT A PLAN OF SURVEY

1606

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: September 7, 1989
COMM FILE: 3-11.6
DEPT FILE: T103-50(738)
ID#0043D

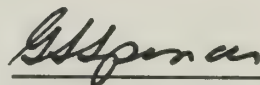
SUBJECT:

Encroachment Agreement
425 Melvin Avenue

RECOMMENDATION

That the application of Mr. Angelo Forte, Solicitor, on behalf of the present owner of 425 Melvin Avenue to retain the encroachment consisting of a wood planter measuring 2.00 m X 2.81 m be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-Page 2-
September 7, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

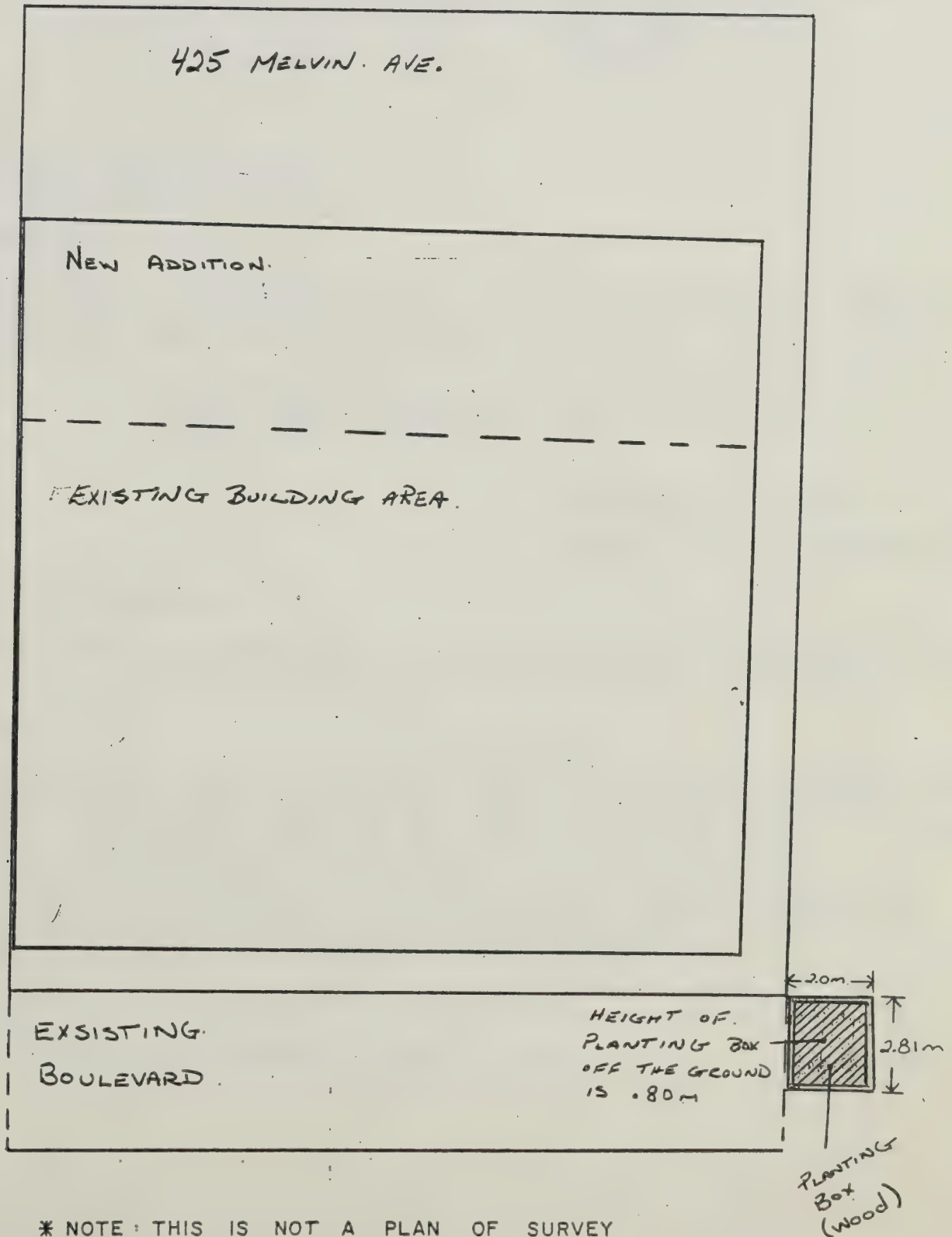
We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JJC
JHC
JKC:klv

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "B"
SKETCH OF "WORKS"

T103-50(738)



* NOTE : THIS IS NOT A PLAN OF SURVEY

F O R A C T I O N

17ca)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: August 23, 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

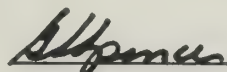
SUBJECT:

Banner Display Application
May 14, 1990 to May 21, 1990

RECOMMENDATION

That Royal Trust be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 14, 1990 to Monday, May 21, 1990 , with the following message:

ROYAL TRUST - Where Advice Comes First
Serving Hamilton-Wentworth for 70 years



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Royal Trust requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to Committee because Royal Trust has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

 JKC/KWP:bl

c.c. H. Reinhold, Department of Public Works

FOR ACTION

17(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: August 28, 1989
COMM FILE:
DEPT FILE: T103-37
ID#0350

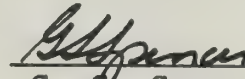
SUBJECT

Banner Display Application
October 8, 1990 to October 15, 1990

RECOMMENDATION

That Hope International Development Agency be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday October 8, 1990 to Monday October 15, 1990 with the following message:

"Trees of Hope - A Walkathon to Provide Trees for
Those who need them most" October 13, 1990 574-2416


G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Hope International Development Agency requesting permission to erect a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to Committee because the Hope International Development Agency has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:cr

F O R A C T I O N

17(cc)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: August 28, 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

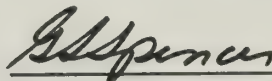
SUBJECT:

Banner Display Application
September 17, 1990 to September 24, 1990

RECOMMENDATION

That the Ontario Society of Medical Technologists be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, September 17, 1990 to Monday, September 24, 1990, with the following message:

Ontario Society of Medical Technologists' Convention/
A New Decade of Distinction



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Ontario Society of Medical Technologists requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because the Ontario Society of Medical Technologists has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC/KWP:klv

c.c. H. Reinhold, Department of Public Works

FOR ACTION

18ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

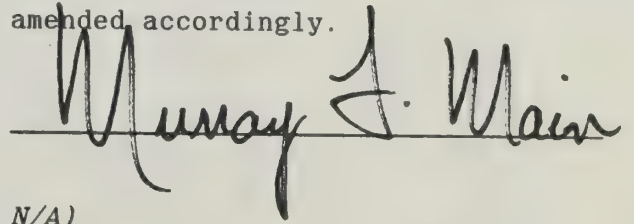
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 8
COMM FILE:
DEPT FILE: TEC-215-89

SUBJECT: Intersections of Crerar Drive and Pescara Avenue and Crerar Drive
and Sirente Drive - Intersection Control

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Crerar Drive and Pescara Avenue; and
- b) That eastbound traffic on Sirente Drive be required to stop for northbound and southbound traffic on Crerar Drive; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Gallagher has advised of a request from an area resident to implement three-way stop control at the intersection of Pescara and Crerar. The Traffic Department has also received a request for a stop sign on Sirente at Crerar from an area resident. The Staff have investigated these requests and have the following report.

1. Intersection of Pescara and Crerar Drive

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate the intersection is operating safely with no reported collisions since its construction.

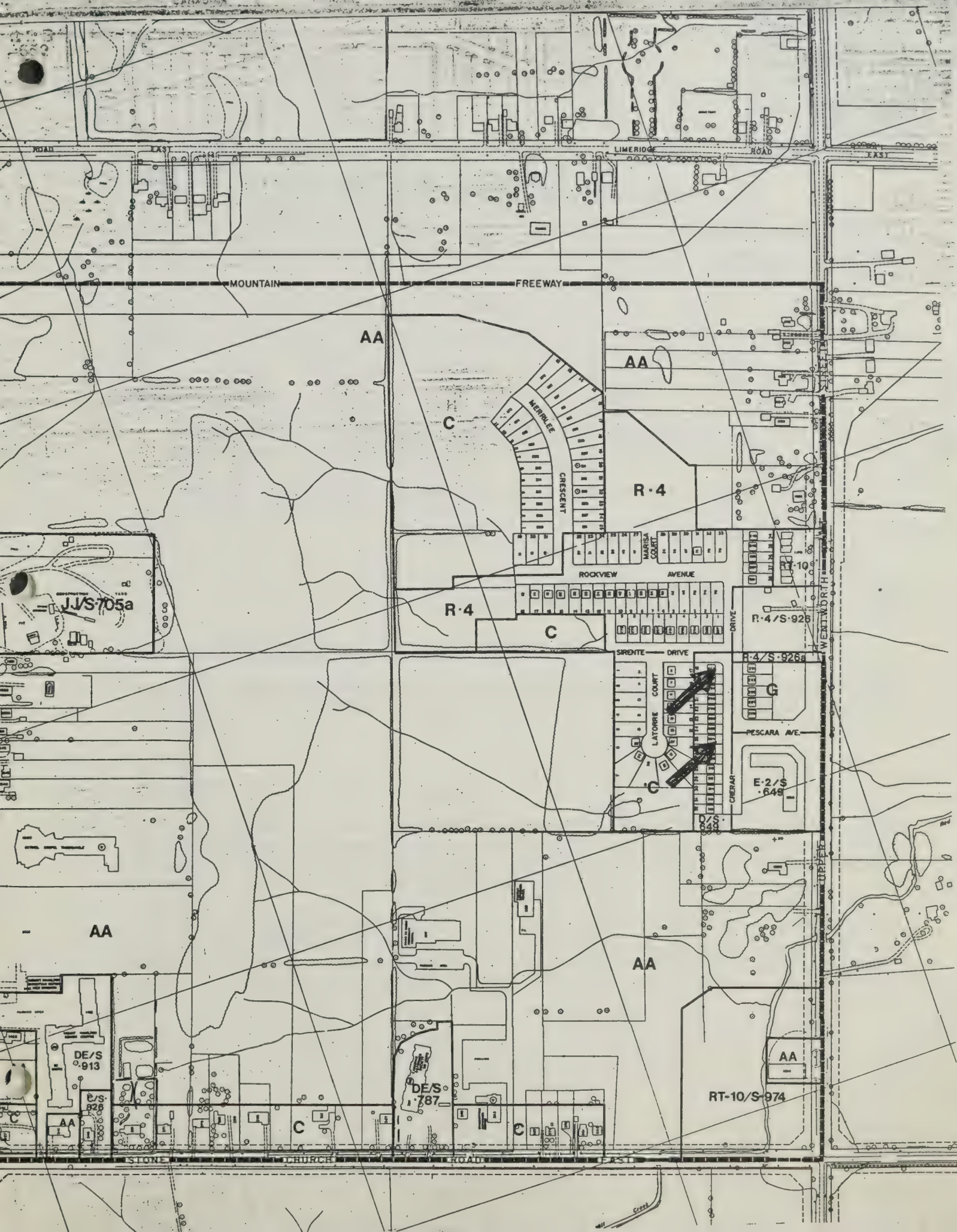
The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the

proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop.

The intersection of Pescara and Crerar meets at least one of the criterion for all-way stop control in that this could be considered as the intersection of two collector roadways. Therefore, the Traffic Department concurs with the request.

2. Intersection of Crerar Drive and Sirente Drive

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that the intersection is operating safely with no reported collisions since its construction. Thus, there appears to be no compelling reason to erect stop signs at this location. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Sirente would be required to stop for northbound and southbound traffic on Crerar.



FOR ACTION

18 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

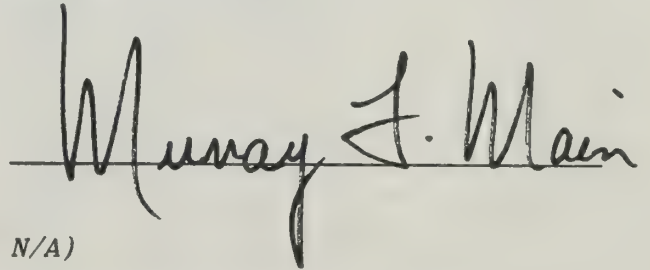
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 7
COMM FILE: 3-9.4
DEPT FILE: TEC-217-89

SUBJECT: Intersection of Kenora Avenue and Janet Court - Intersection Control

RECOMMENDATION:

- a) That a stop sign be erected to control westbound traffic on Janet Court at Kenora Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



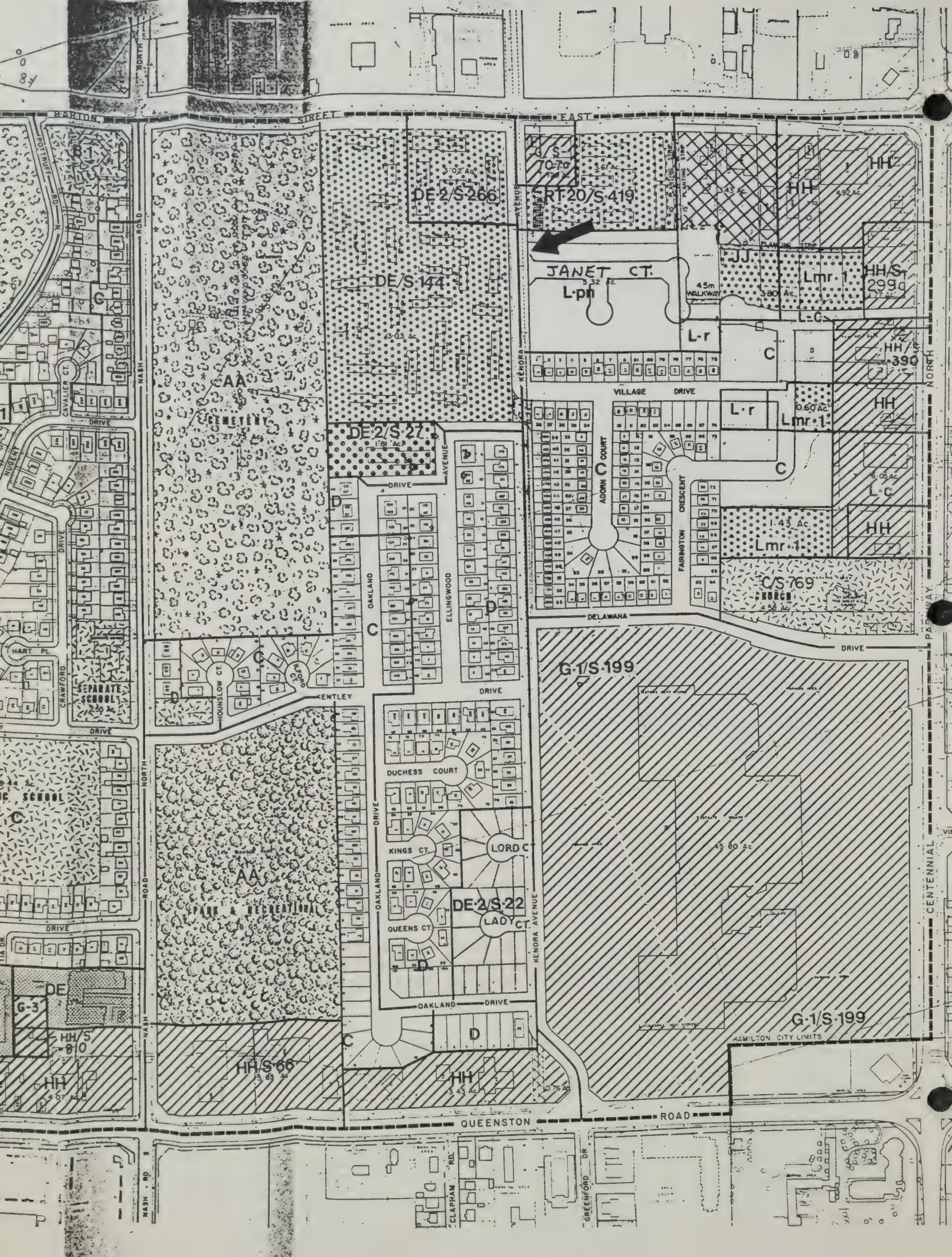
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Julianna DiBussoto, 238 Kenora Avenue to implement three-way stop control at the intersection of Kenora and Janet. The intersection of Kenora and Janet is a "T" type intersection and presently, there are no intersection control signs.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection but supports the installation of a stop sign to control westbound traffic on the stem of this "T" type intersection as a safety measure related to the right-of-way.



FOR ACTION

18(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

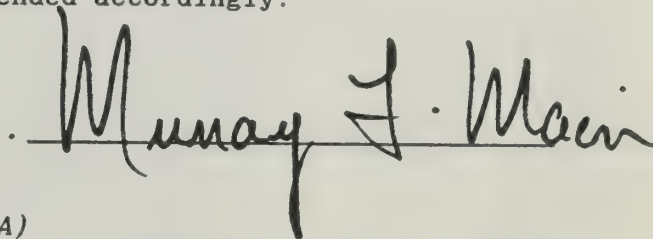
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 24
COMM FILE:
DEPT FILE: TEC-211-89

SUBJECT: Intersection of Cloverdale Avenue and Dunkirk Drive
- Intersection Control

RECOMMENDATION:

- a) That northbound traffic on Cloverdale Avenue be required to stop for eastbound and westbound traffic on Dunkirk Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

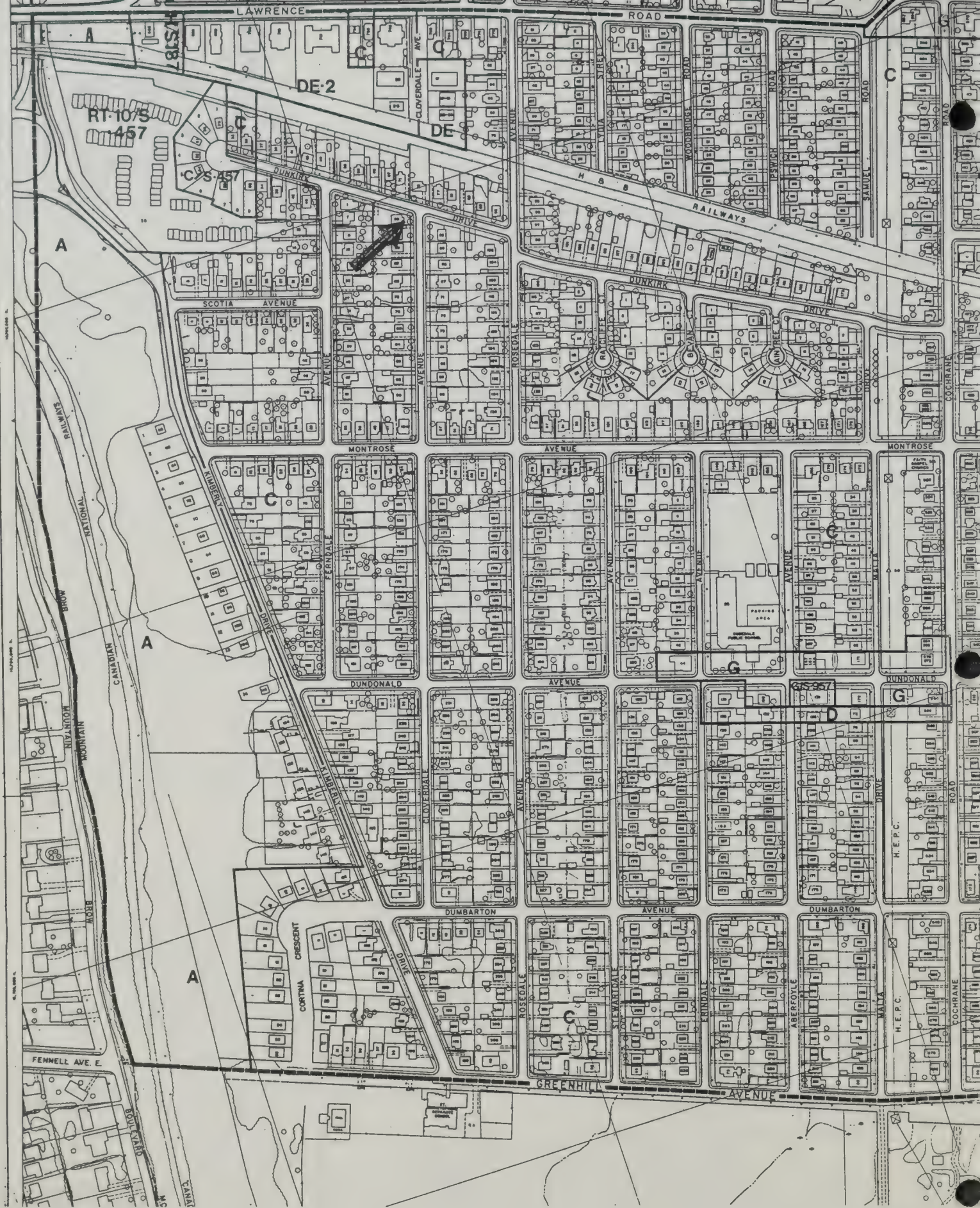


FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Dominic Agostino that three-way stop control be implemented at the intersection of Cloverdale and Dunkirk. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department has concluded that three-way stop control is not warranted at this location. However, as a safety measure related to the right of way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Cloverdale would be required to stop for eastbound and westbound traffic on Dunkirk.



FOR ACTION

18cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 22
COMM FILE:
DEPT FILE: TEC-202-89

SUBJECT:

Brigade Drive and Emperor Avenue - Intersection Control.

RECOMMENDATION:

- (a) That three-way stop control be implemented at the intersection of Brigade Drive and Emperor Avenue; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

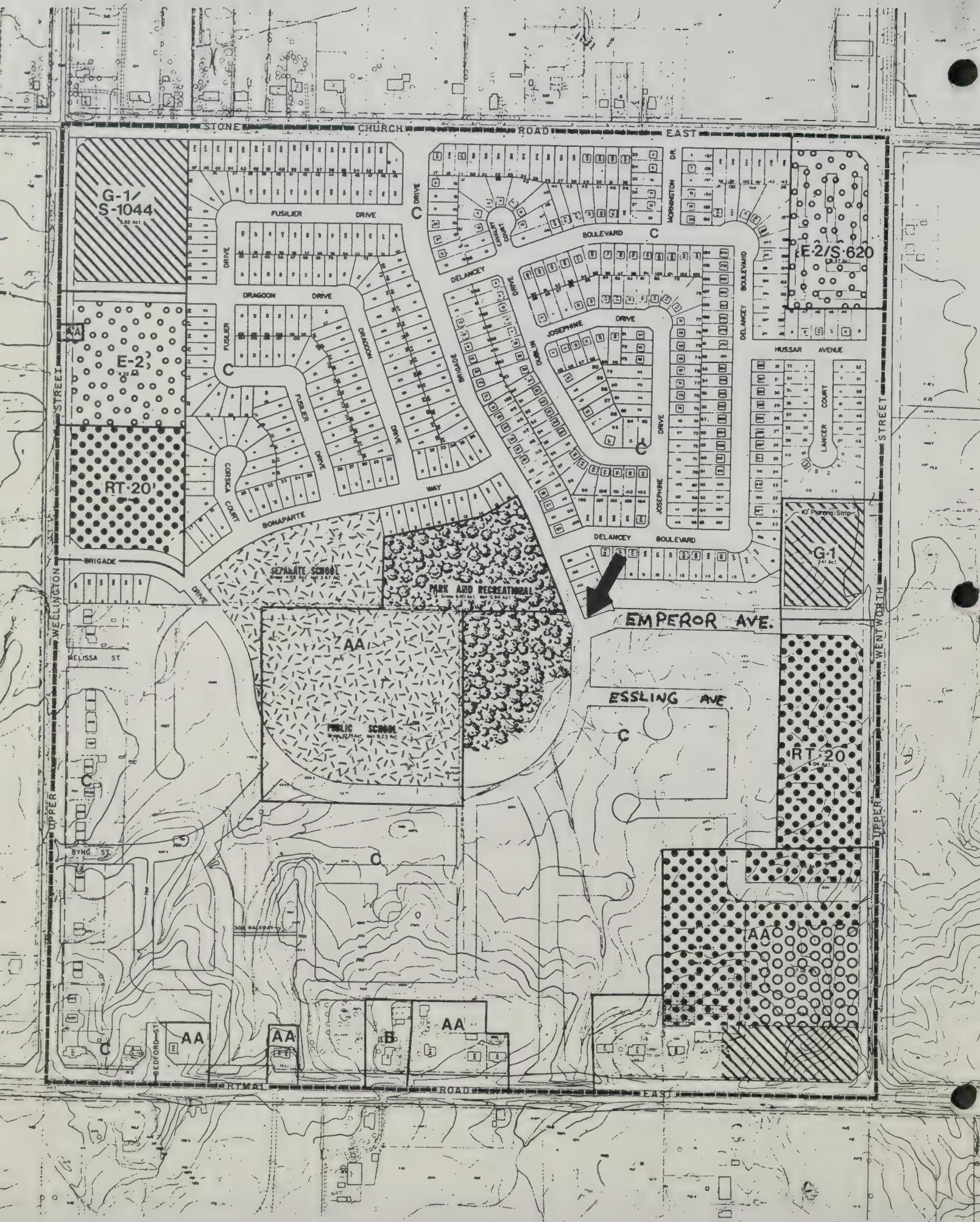
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman John Gallagher recently asked for an investigation into the feasibility of implementing three-way stop control at the intersection of Brigade Drive and Emperor Avenue. The intersection of Brigade and Emperor is a "T" type intersection, and presently, the intersection is uncontrolled.

Traffic Department records indicate that although there is no documented collision problem at this recently constructed intersection, at least one of the criteria respecting the use of all-direction stop control at intersections is met, since this is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.



FOR ACTION

18ce1

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

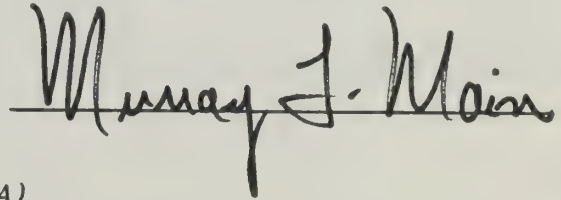
DATE: 1989 September 13
COMM FILE:
DEPT FILE: TEC-225-89

SUBJECT:

Intersection of Brigade Drive and Delancey Boulevard - Intersection Control.

RECOMMENDATIONS:

- (a) That a stop sign be erected to control westbound traffic on Delancey Boulevard at Brigade Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

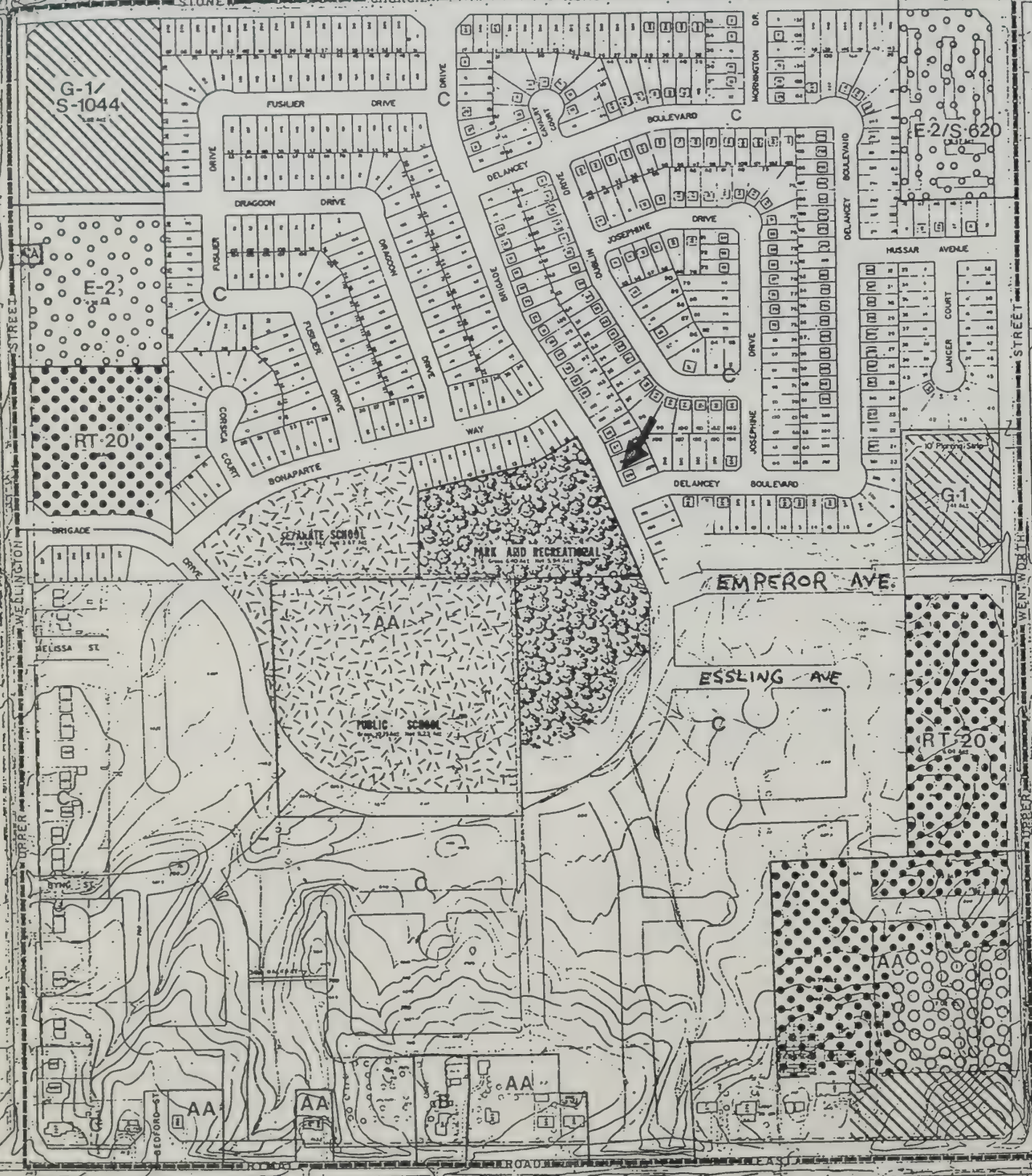
Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

Alderman Henry Merling has forwarded to the Traffic Department a copy of a petition signed by nine area residents requesting three-way stop control be implemented at the intersection of Brigade Drive and Delancey Boulevard. Presently, there are no intersection control signs at this intersection.

The Traffic Department has concluded that three-way stop control is not warranted at this location since the City Council has approved a three-way stop at the intersection of Brigade and Bonaparte and the Traffic Department has recommended a three-way stop at the intersection of Brigade and Emperor such that traffic on Brigade will be required to stop one block north and south of Delancey. However, the Traffic Department would not object to the erection of a stop sign on the stem of this "T" intersection as a safety measure related to the right-of-way at the intersection.

STONE CHURCH ROAD EAST



WELLINGTON STREET WESTWORTH STREET

FOR ACTION

19ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

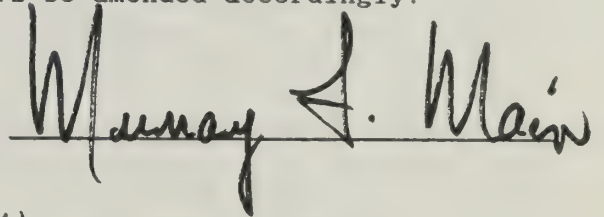
DATE: 1989 September 12
COMM FILE:
DEPT FILE: TEC-224-89

SUBJECT:

West side of Mount Albion Road between Kingswood and Glencastle Drives - Parking Regulations.

RECOMMENDATIONS:

- (a) That parking be permitted on the west side of Mount Albion Road between Kingswood Drive and a point 165 feet south of Glencastle Drive between the hours of 6:00 p.m. and 2:00 a.m. each day; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino recently forwarded to the Traffic Department a petition signed by representatives of 34 of the 39 one, two, and three family dwellings on the west side of Mount Albion Road between Kingswood Drive and just south of Glencastle Drive, requesting that parking be permitted on the west side of the street in front of their homes during the evening and on weekends.

Mount Albion Road is a mountain access route and as such, the primary function is the movement of vehicular traffic. The Traffic Department supports the principle of removing parking from all arterial streets in order to allow for efficient traffic movement and improved safety. However, in this particular case, Mount Albion Road will become a local residential street in approximately three to four years when the first stage of the freeway is constructed and also, Mount Albion Road is only a two lane roadway to the north and south of the area in question such that parking on the west side of the street should not create any undue hazard to traffic movement. Therefore, the Traffic Department concurs with this request.

Alderman Agostino has advised that he concurs with the recommendation.

FOR INFORMATION

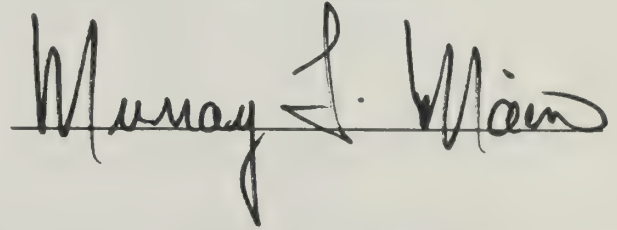
19cb

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 13
COMM FILE: 3-9.2
DEPT FILE: TEC-218-89

SUBJECT: South side of Parkview Drive between Bond and Uplands
- Parking Regulations



BACKGROUND:

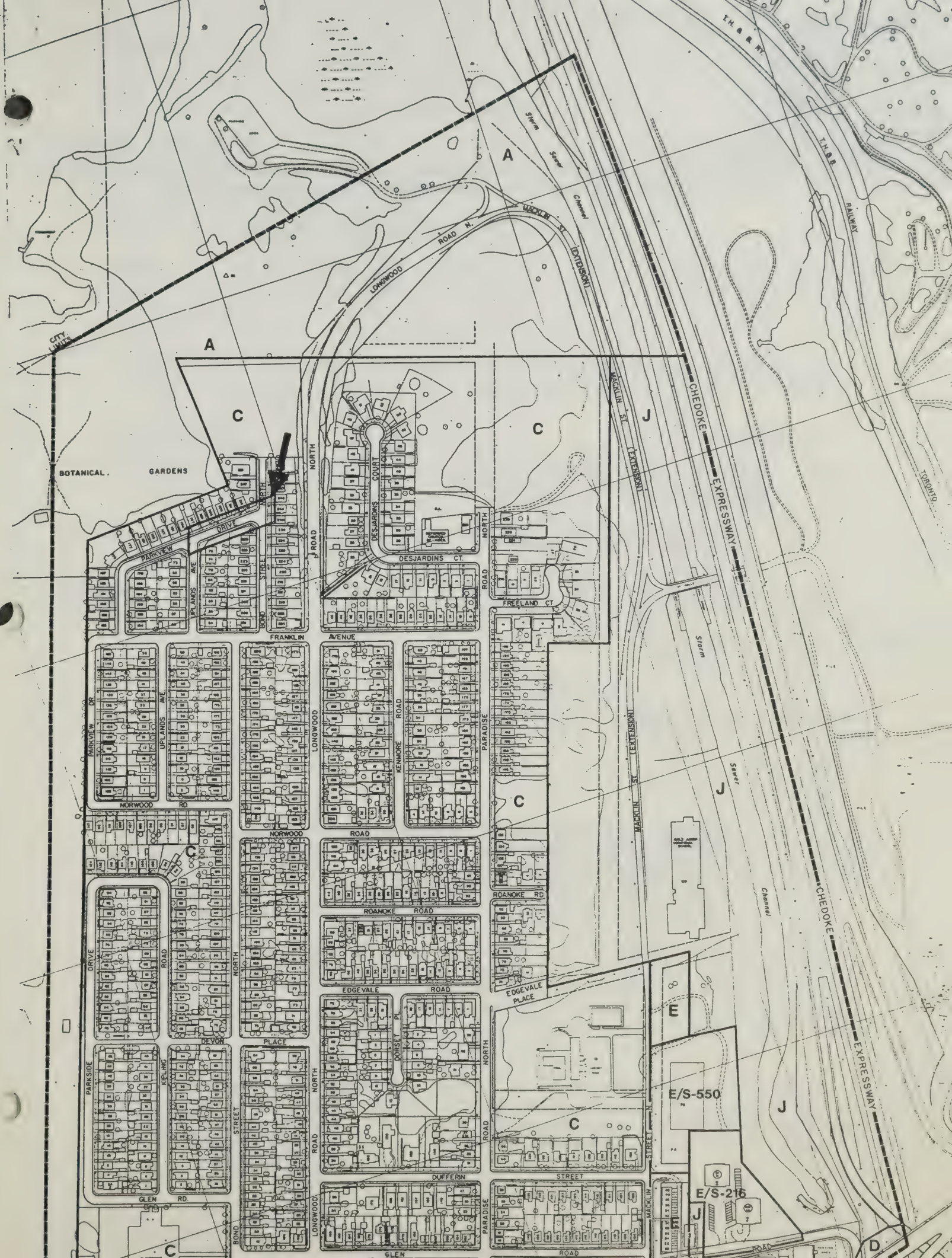
Alderman Mary Kiss has forwarded a petition to the Traffic Department which was signed by representatives of four of the eight one, two and three family dwellings abutting Parkview in the subject block, requesting that a parking prohibition be reinstated on the south side of the street. Presently, there is unrestricted parking on both sides of Parkview between Uplands and Bond.

By letter dated 1988 June 27, Deputy Fire Chief J. F. Fitzpatrick wrote to the Traffic Department, and identified several streets in the area of Churchill Park where parked vehicles on both sides would interfere with potential access by emergency vehicles. As a result, the Traffic Department recommended, and the City Council subsequently approved, parking prohibitions on one side of the streets in question.

One of the streets in question was Parkview Drive between Franklin Avenue and Bond Street North, where it was recommended that parking be prohibited on the east and south sides of the street in order to facilitate visibility at the turn in the roadway west of Uplands and to improve visibility at the intersection of Parkview and Uplands. However, following the erection of the "No Parking" signs on the south side, Alderman Terry Cooke and Alderman Mary Kiss advised of having received complaints related to the parking prohibition on this section of street, and expressed the opinion that the parking prohibition was probably not required at this location since the non-resident parking associated with Churchill Park is only a problem in the immediate vicinity of the park and not as far away as the intersection of Parkview and Uplands.

Deputy Chief Fitzpatrick reviewed Aldermen's concerns, and advised that the Fire Department would support the removal of the parking prohibition from the south side of Parkview in the block between Uplands and Bond, but that the parking prohibition between Franklin and Uplands should be retained to facilitate potential access by emergency vehicles. The Traffic Department concurred with the recommendation of the Fire Chief, on the basis that this section of street is at the end of the street system such that there is very little traffic except for abutting residents and on 1989 June 27th the City Council approved the removal of the "No Parking" signs on the south side of Parkview between Uplands and Bond.

Following the removal of the "No Parking" signs, Alderman Kiss forwarded to the Traffic Department the current petition requesting that the signs be re-installed. Although parking in this block is relatively light, the Traffic Department supports the principle of removing parking from one side on narrow streets such as this.





SEP 05 1989

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 525-5932 — WARD 1

1 September 1989

Chairman and Members of the
Transport and Environment Committee

Dear Friends:

Re: Petition - Alderman Mary Kiss
Parkview Street

I have today received a copy of a petition from several residents of Parkview Drive requesting a parking restriction on the south side.

Please place this matter on the agenda of a Transport and Environment Committee meeting, advising me of the date, time and place so that I can be present.

Yours very truly,

Mary Kiss
Alderman, Ward 1

c.c.'s Mr. E. A. Simpson, City Clerk
 Mr. R. Prowse, Secretary, Transport & Environment Committee
 Mrs. Emelia Rostastik, 201 Parkview Drive
 Mrs. Olga Plavljanic, 205 Parkview Drive
 Mrs. Gayle Harrison, 209 Parkview Drive
 Mrs. Muriel Sutton, 211 Parkview Drive

FOR ACTION

19cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

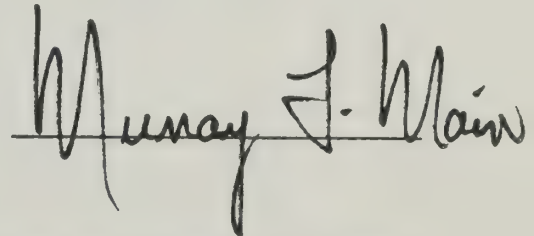
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 11
COMM FILE: 3-9.2
DEPT FILE: TEC-220-89

SUBJECT: Turner Avenue between Aberdeen Avenue and the south end
- Parking Regulations

RECOMMENDATION:

- a) That parking be prohibited on the east side of Turner Avenue between Aberdeen Avenue and the south end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

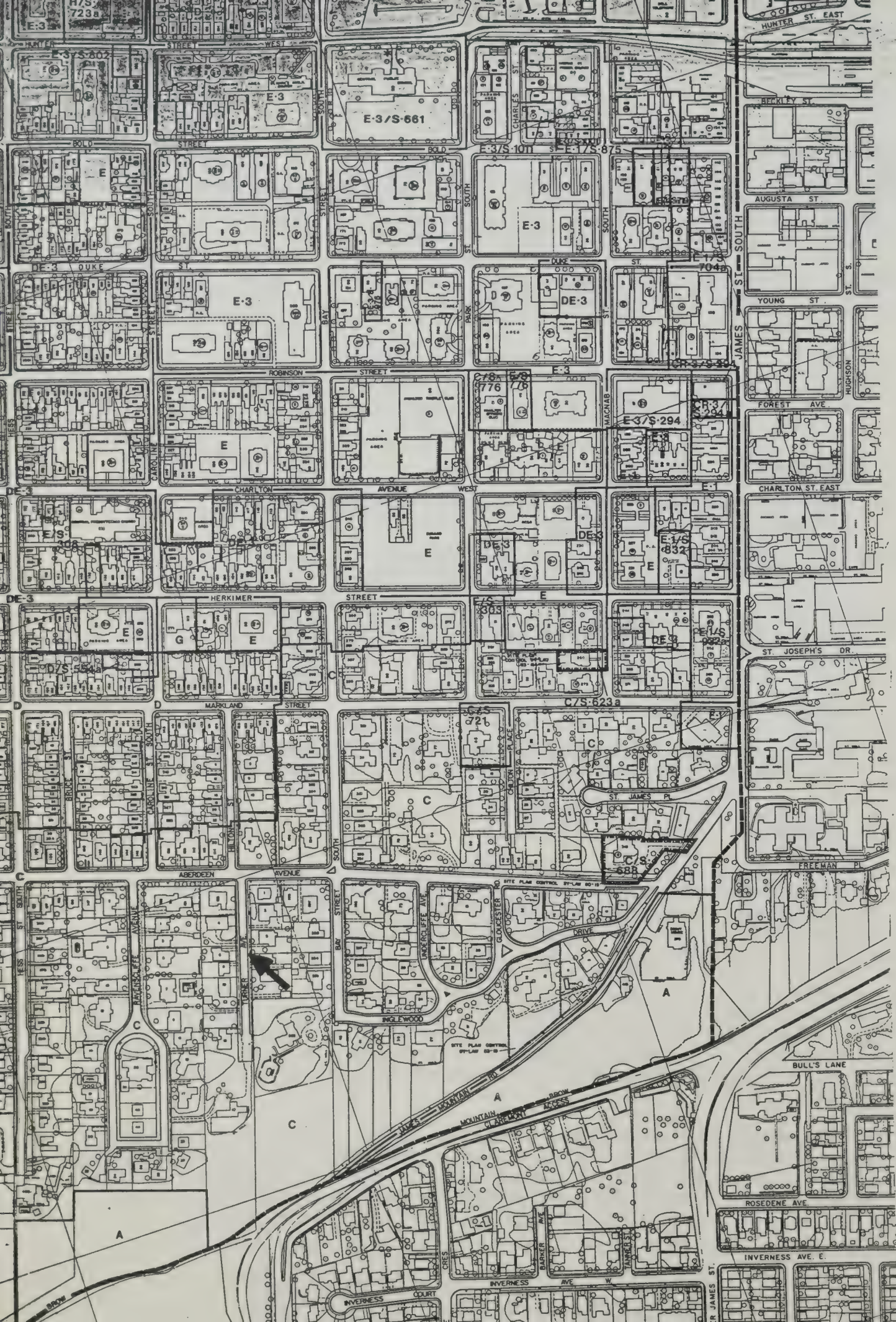
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the eleven one, two and three family dwellings abutting Turner Avenue, requesting that parking be prohibited on the east side and unrestricted on the west side. Eight of the nine residents who signed the petition are in favour of the proposed regulation.

Turner Avenue has a 28 foot pavement width in this area, and presently, there is unrestricted parking on both sides of the street except for a corner clearance on the west side for approximately 100 feet south of Aberdeen. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate the movement of traffic and driveway movements.

All the residential properties abutting the street have driveways, such that a parking prohibition on one side of the street should not create a parking problem. Therefore, since 73 percent of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

19cd)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

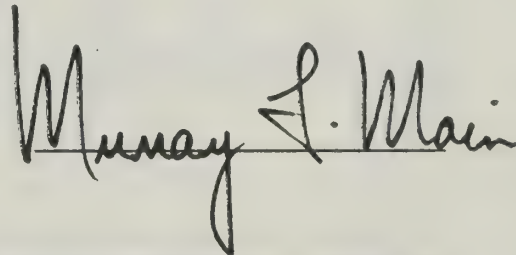
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 7
COMM FILE: 3-9.2
DEPT FILE: TEC-216-89

SUBJECT: Birmingham Street between C.N.R Railway Tracks and Burlington Street
- Parking Regulations.

RECOMMENDATION:

- a) That a "Three Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be permitted on the west side and a full-time parking prohibition be implemented on the east side of Birmingham Street between the C.N.R. Railway Tracks and Burlington Street, in place of the existing "Alternate Side Parking" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



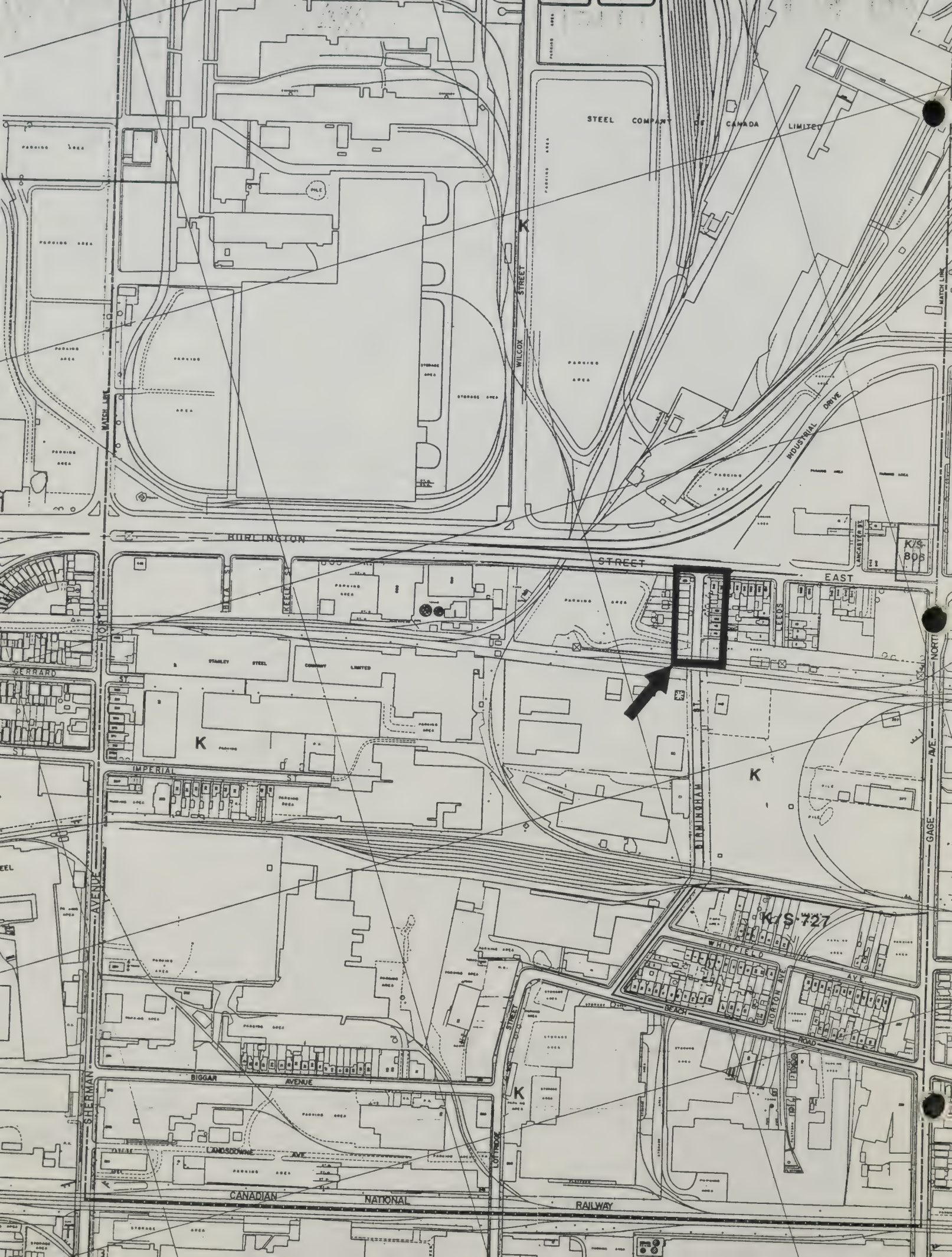
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury recently forwarded to the Traffic Department a copy of a petition requesting that the existing "Alternate Side Parking" regulation be rescinded and replaced with fixed parking on the west side and a full-time parking prohibition on the east side of this section of Birmingham, in order to maximize the amount of available on-street parking. Presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in combination with the existing "Alternate Side Parking" regulation.

The Traffic Department has reviewed the request and determined that there are in fact two more parking spaces available on the west side of the street in this area. Therefore, since 83 percent of the residents on this section of street are in agreement to changing the regulation, the Traffic Department concurs with this request. The three hour parking time limit would continue to apply on the west side of the street.



STEEL COMPANY OF CANADA LIMITED

BURLINGTON STREET

EAST

K

K

K/S 727

K/S 805

CANADIAN NATIONAL RAILWAY

FOR ACTION

19(e)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

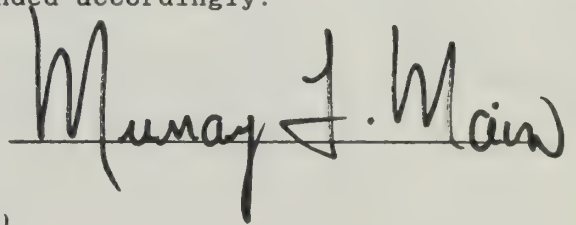
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 13
COMM FILE:
DEPT FILE: TEC-212-89

SUBJECT: Kelly Street between Cathcart Street and Wellington Street North
- Parking Regulations

RECOMMENDATION:

- a) That a permit parking regulation be implemented on the north side of Kelly Street commencing at a point 98 feet east of Cathcart Street and extending to a point 44 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

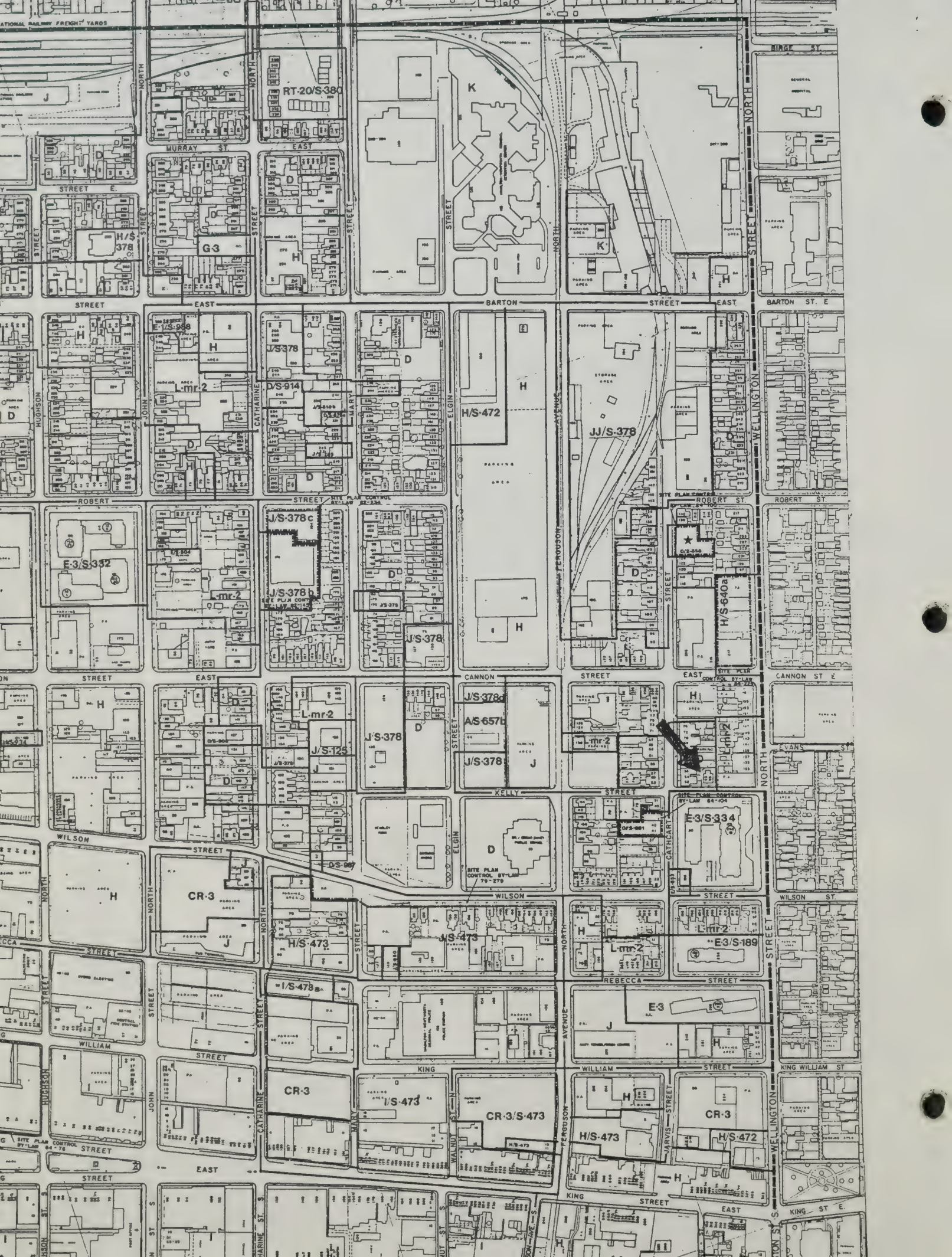
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month fee for the permits will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from the residents at 93 and 95 Kelly Street, that a permit parking regulation be implemented on north side of Kelly Street directly in front of these two single family homes.

Presently, there is a parking prohibition on the south side and there is unrestricted free parking on the north side of the street in this block. One of the residents has expressed concern regarding long-term parking by residents of the apartment building on the south side of Kelly Street. Nos. 93 and 95 Kelly are the only two properties fronting on the north side of the street in this block.

The implementation of the proposed regulation would result in a loss of two legal on-street parking spaces. However, parking would still be permitted on the north side for the remainder of the block. Therefore, the Traffic Department concurs with the request.



FOR ACTION

19 (f)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 5
COMM FILE:
DEPT FILE: TEC-214-89

SUBJECT: Vineyard Road Between Centennial Parkway and Gainsborough Road
- Parking Regulations

RECOMMENDATION:

- a) That parking be prohibited on the south side of Vineyard Road between Centennial Parkway and Gainsborough Road;
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

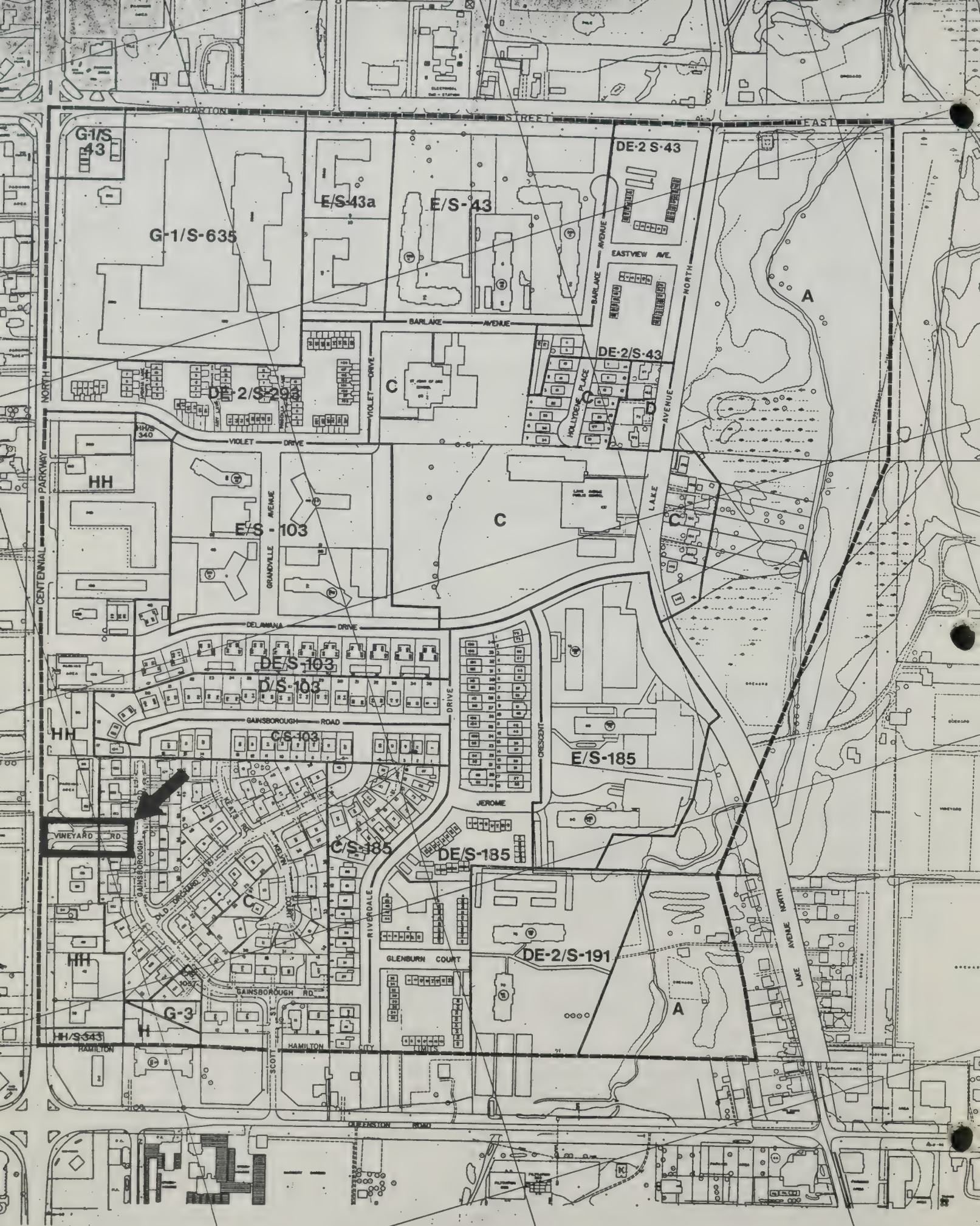
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to investigate the possibility of removing parking from one side of Vineyard Road between Centennial Parkway and Gainsborough Road in order to facilitate traffic movement on Vineyard Road. Presently, there is unrestricted free parking on both sides of this 28-foot wide street.

In this particular case, since Vineyard is a major entrance to the neighbourhood to the east and since there are no properties fronting on the block, the Traffic Department recommends that parking be prohibited on the south side of Vineyard between Centennial and Gainsborough. Parking associated with the businesses in this area could continue to occur on the north side of the street and the resident of the flanking property on the south side of the street has advised that he concurs with the proposed parking prohibition. Representatives of the Traffic Department have never found any vehicles parked on the south side during recent observations in the day and evening. Therefore, we would not anticipate any parking problems resulting.



FOR ACTION

19c9

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

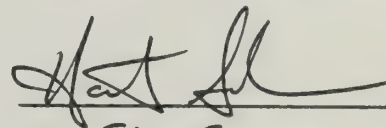
DATE: 1989 August 17
COMM FILE:
DEPT FILE: TEC-203-89

SUBJECT:

Cromwell Crescent between Owen Place and Greenford Drive - Parking Regulations.

RECOMMENDATION:

- (a) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on north and east sides of Cromwell Crescent between Owen Place and Greenford Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


M. F. MAIN

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has forwarded to the Traffic Department a petition which is signed by representatives of 21 of the 24 one, two and three family dwellings abutting Cromwell between Owen Place and Greenford. All residents that signed the petition are in favour of having a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation implemented where parking presently occurs in this block.

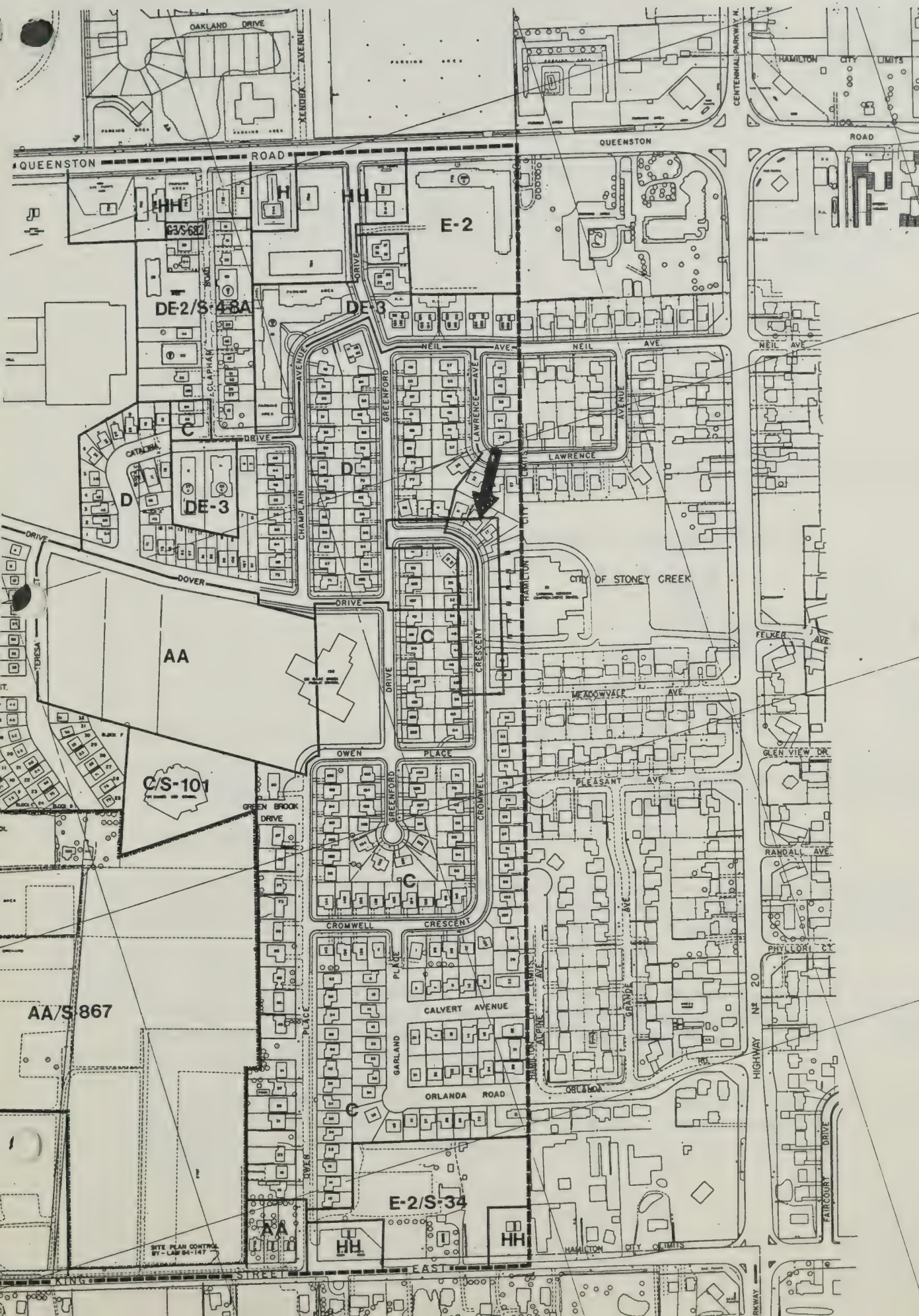
Presently, there is a parking prohibition on the south and west sides of Cromwell and unrestricted free parking on the north and east sides except for a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation along the flankage of Cardinal Newman High School.

The residents in the area have expressed concern regarding long-term non-resident parking by students from Cardinal Newman High School who frequently park their vehicles such that access to residential driveways is obstructed.

The Traffic Department usually considers parking prohibitions on both sides of local residential streets to be over-restrictive and unnecessary. However, since 86% of abutting residents are in favour of the proposed regulation and since

Alderman Dominic Agostino supports the request, the Traffic Department has no serious objection to the requested regulation.

The petition has also requests that the parking prohibition not be in effect during the summer months when the school is closed. However, there is no provision in the Traffic By-law for prohibitions to apply only for certain months, except for the "Alternate Side Parking" regulation which doesn't alternate throughout the City during the months of December to March. Therefore, the Traffic Department cannot support the request for this one particular street. Alderman Agostino has advised that the residents are not seriously concerned about the summer months, and that he supports this recommendation.



FOR ACTION

19cn

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

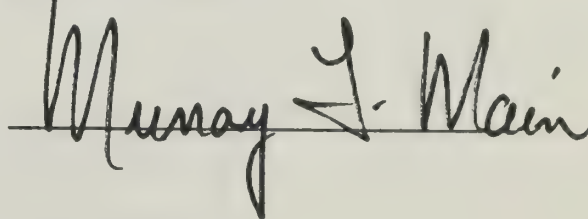
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 24
COMM FILE:
DEPT FILE: TEC-209-89

SUBJECT: East leg of Leggett Crescent, south of Limeridge Road East -
Parking Regulations.

RECOMMENDATION:

- a) That a parking prohibition be implemented on the west side of the east leg of Leggett Crescent from Limeridge Road East to a point 124 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

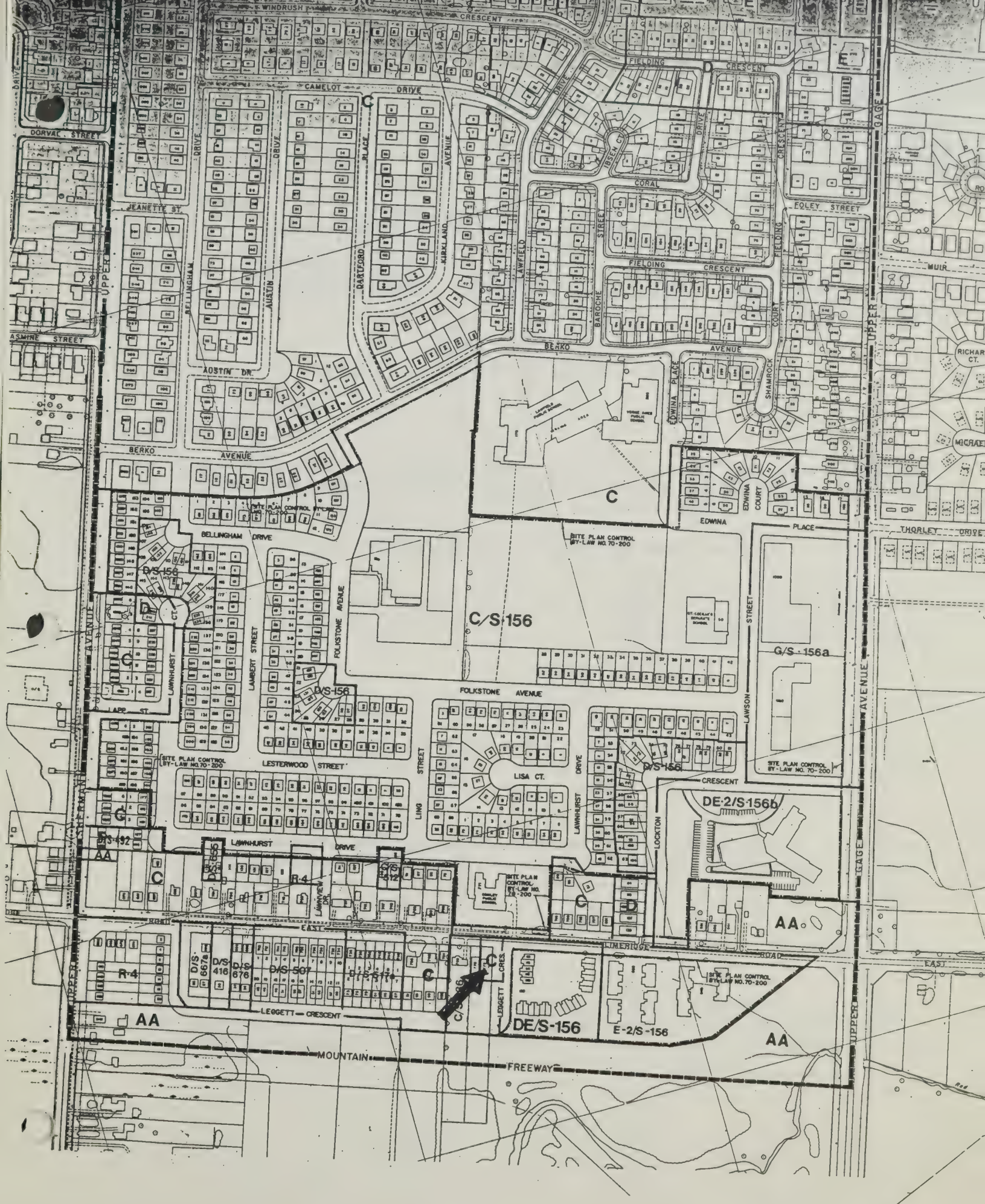
BACKGROUND:

The Traffic Department has received a request from Mr. Emel Kulczycky, 772 Limeridge Road East, that parking be prohibited on the west side of Leggett Crescent adjacent to his property. Presently, there is unrestricted, free parking on both sides of this 28 foot wide street.

Mr. Kulczycky has expressed concern regarding people repairing vehicles and leaving puddles of oil on the street adjacent to his property. A representative of this Department has confirmed there are excessive amounts of oil residue on the pavement adjacent to his home.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic movements and driveway movements and therefore, supports the request on the basis improved traffic movement.

The implementation of the proposed parking prohibition would result in a loss of five legal on-street parking spaces. However, casual observations have revealed the street is lightly parked. Therefore, the proposed regulation would not create a parking problem for other area residents, and the Traffic Department concurs with the request.



FOR ACTION

19ci

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

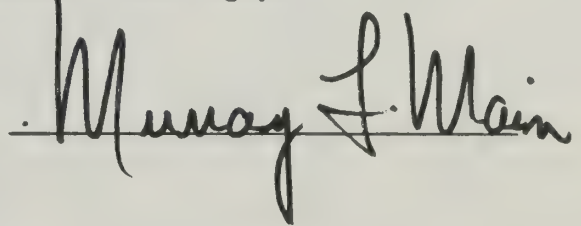
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 24
COMM FILE:
DEPT FILE: TEC-210-89

SUBJECT: No. 59 Magill Street - Parking Regulations

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Magill Street commencing at a point 372 feet south of Barton Street West and extending to a point 20 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Joseph Scime, that a "No Parking" regulation be implemented on the street directly in front of his home in order to provide a loading and unloading area for Darts vehicles or other family members who transport him.

Presently, parking is prohibited on the east side and there is unrestricted on the west side of Magill in this area.

The implementation of the proposed regulation would result in a loss of only one legal on-street parking space directly in front of the applicant's home. The Traffic Department would not anticipate any serious parking difficulties for other area residents, and therefore, concurs with the request.



FOR ACTION

19ci)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

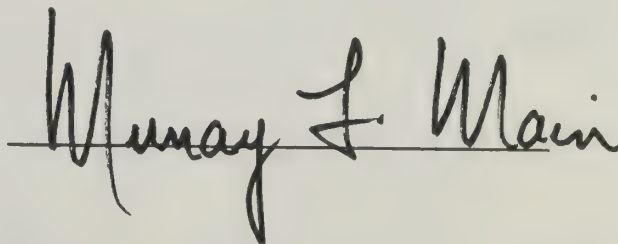
DATE: 1989 August 14
COMM FILE: TEC-191-89
DEPT FILE: 3-9.2

SUBJECT:

MacNab Street North between Barton Street East and Colbourne Street - Parking Regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days, be implemented on the east side of MacNab Street North between Barton Street East and Colbourne Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the twelve, one, two and three family dwellings on MacNab between Barton and Colbourne requesting that a one hour parking time limit be implemented on the east side of the street. All nine petitioners are in favour of the proposed regulation. Presently, there is unrestricted free parking on the east side and a "No Parking" regulation on the west side of the street in this block.

The resident who circulated the petition has expressed concern regarding parking by employees and customers of businesses on James Street.

The implementation of the proposed regulation would eliminate long-term non-resident parking, since only residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 75% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.



FOR ACTION

19(k)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

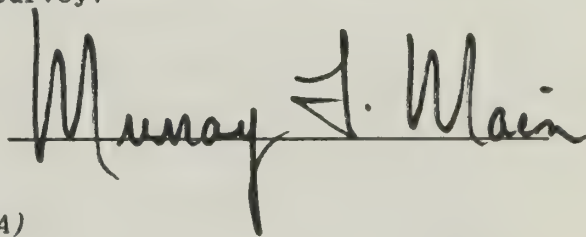
DATE: 1989 August 17
COMM FILE:
DEPT FILE: TEC-180-89

SUBJECT:

East side of Riverdale Drive, south of Glenburn Court - Parking Regulations.

RECOMMENDATIONS:

- (a) That no action be taken on the request for a permit parking regulation on the east side of Riverdale Drive, south of Glenburn Court; and
- (b) That the Traffic Department be directed to conduct a telephone survey of the residents of the townhouses on the east side of Riverdale Drive, south of Glenburn Court, to determine whether or not a majority of the residents would support the implementation of a parking time limit or unrestricted parking in this area; and
- (c) That the Traffic Department be instructed to report back to the Transport and Environment Committee with appropriate recommendations, following the completion of the survey.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

n/a

BACKGROUND:

Alderman Dominic Agostino recently forwarded to the Traffic Department a copy of a petition signed by representatives of all 8 of the townhouses fronting on the east side of Riverdale Drive between Glenburn Court and the south City Limits requesting that a permit parking regulation be implemented on the east side of Riverdale Drive in this area in place of the existing "No Parking" regulation.

TABLED FROM 1989 AUGUST 21 TEE

20.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

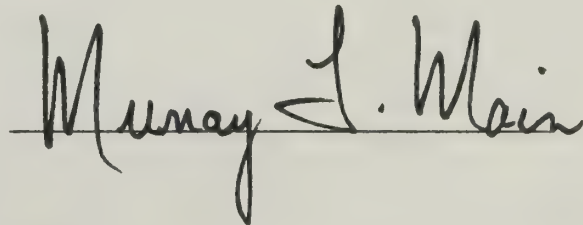
DATE: 1989 June 26
COMM FILE: TEC-145-89
DEPT FILE: 3-9.6/3-9.2

SUBJECT:

Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Roxborough Avenue and Graham Street North at this time; and
- b) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Roxborough Avenue from Graham Street North to Houghton Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882, and presently, there are no funds budgeted for additional school traffic officers.

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

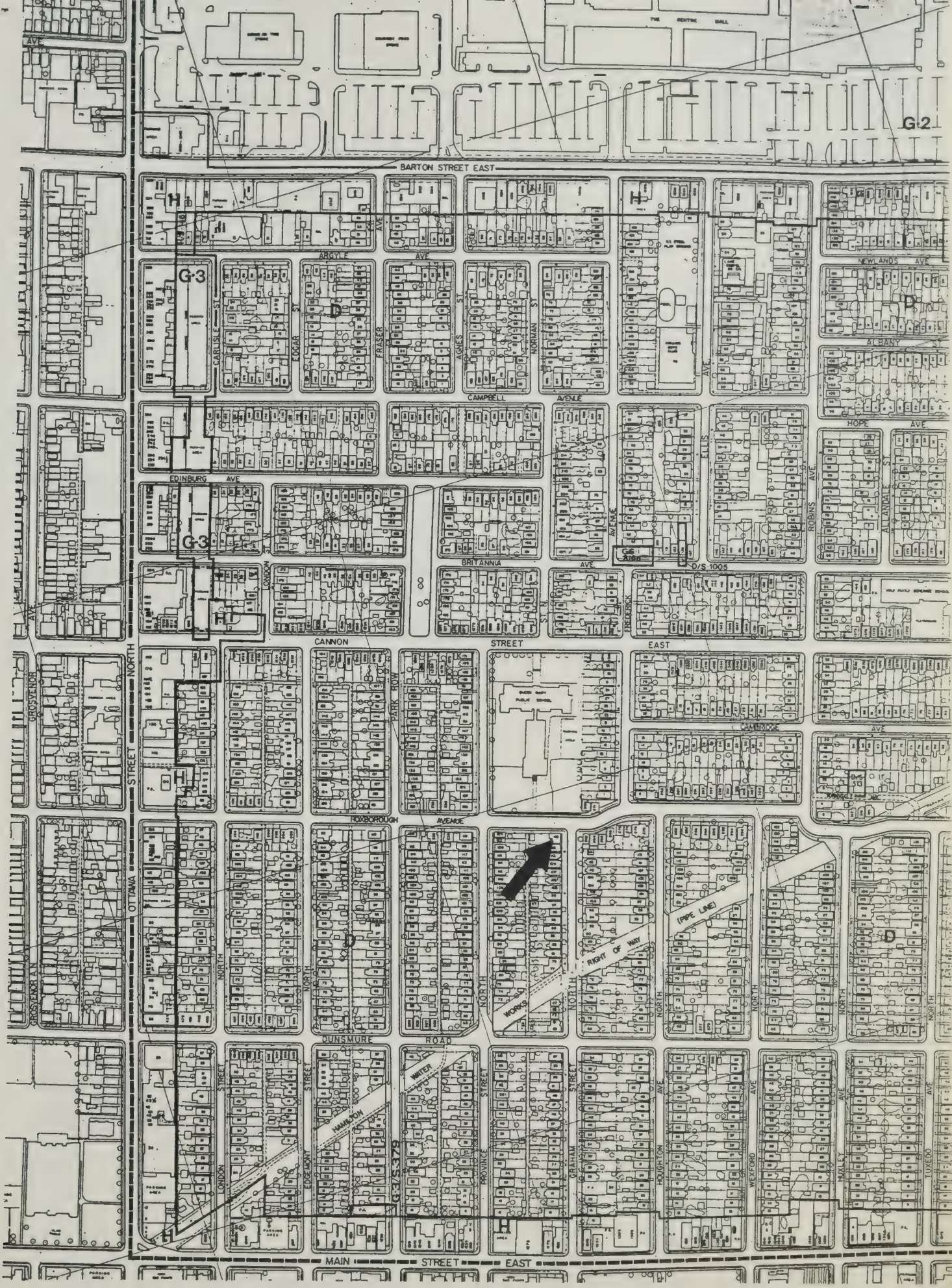
BACKGROUND:

The Traffic Department has received a letter from Mr. Doug Kelterborn of the Board of Education for the City of Hamilton on behalf of the area residents,

requesting that a school traffic officer be assigned to the intersection of Roxborough and Graham. The subject intersection is a "T" type intersection, and presently, northbound traffic on Graham is required to stop for eastbound and westbound traffic on Roxborough. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police for study.

The Regional Police Department conducted studies at this location on 1989 May 15th and 16th, and observed 142 crossing movements by children during the three school crossing periods (112 across Roxborough and 30 across Graham). The Regional Police have concluded, in part, that there were regular safe gaps for children to cross and have therefore, recommended that a school traffic officer not be assigned to the intersection at this time. However, the Regional Police have also recommended that parking be prohibited on the south side of Roxborough between Graham and Houghton to improve visibility for school children attempting to cross Roxborough in this area.

There have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely, and the Traffic Department concurs with the Regional Police that a school traffic officer is not required at this intersection at this time. The Traffic Department also concurs with the recommendation for a parking prohibition on the south side of Roxborough between Graham and Houghton, but recommends that the prohibition be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, to allow parking in this area at other times. Periodic observations have revealed that the street is lightly parked during the day and that the parked vehicles could be accommodated in other nearby on-street spaces. Therefore, no serious parking problems should result for abutting residents.



FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

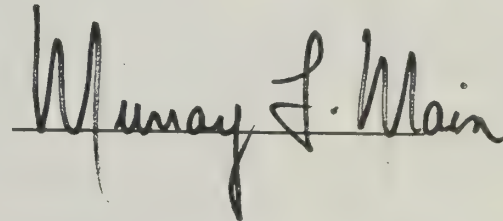
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 23
COMM FILE:
DEPT FILE: TEC-207-89

SUBJECT: 196 Province Street North - Removal of Reserved Handicapped Parking Space.

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of Province Street North, commencing at a point 90 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



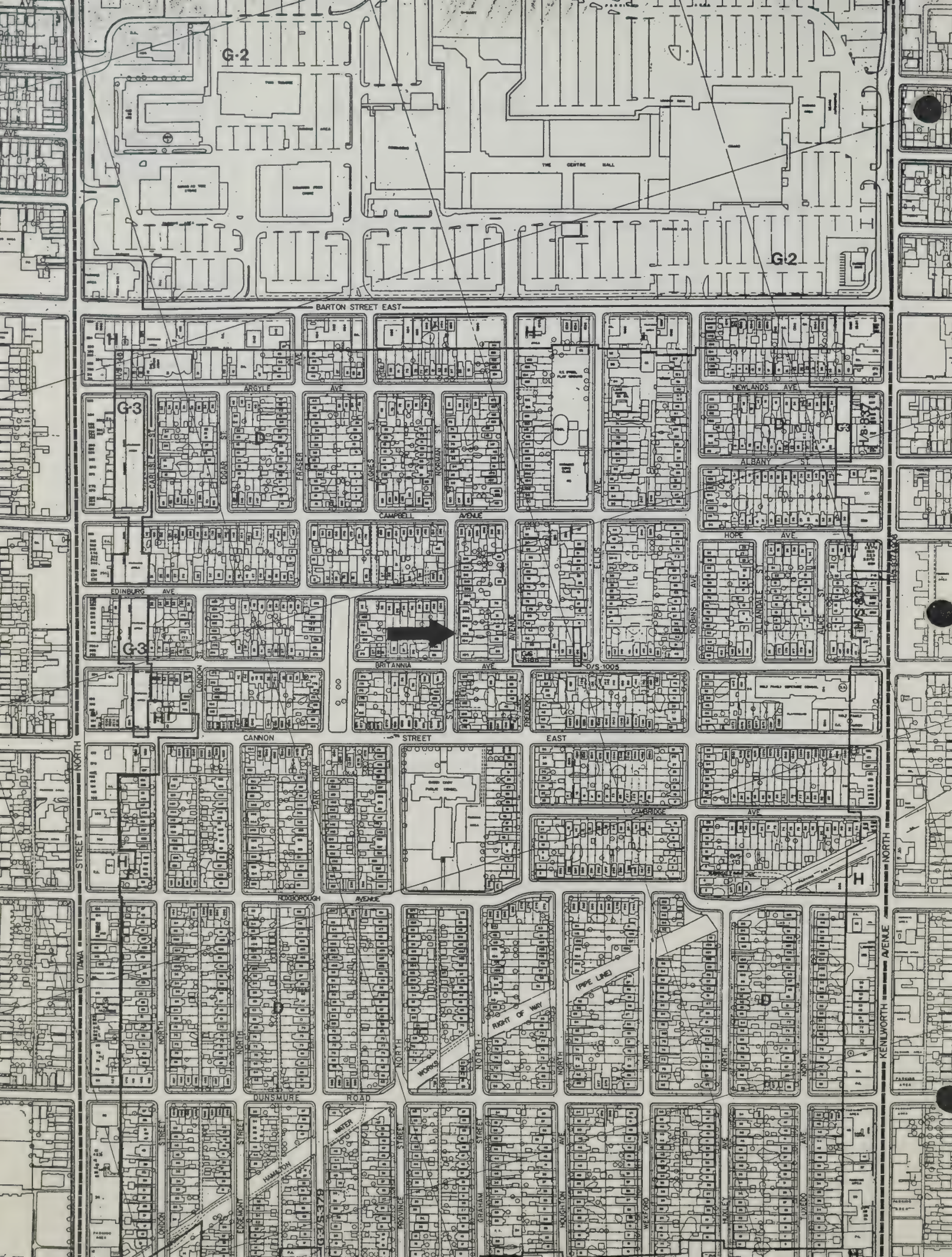
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department Operating Budget for the removal of the existing signs.

BACKGROUND:

City Council, on 1988 February 09, approved a request to implement a "Permit Parking" regulation in front of No. 196 Province Street for a handicapped resident.

On 1989 August 21, we were advised by the resident that her father who was handicapped is now deceased and she has requested that the signs designating the reserved handicapped parking space be removed. Therefore, the Traffic Department concurs with the request.



FOR ACTION

22.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 23

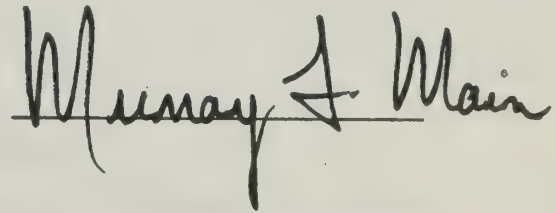
COMM FILE:

DEPT FILE: TEC-206-89

SUBJECT: 430 Dundurn Street South - Request for reserved permit parking space for a handicapped resident.

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Dundurn Street South, commencing at a point 66 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. William Oncea, 430 Dundurn Street South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget for manufacturing, erecting, maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. William Oncea, 430 Dundurn Street South, that a reserved permit parking space be designated on the street in front of her home, since her husband is handicapped. This request would merely be an extension of the reserved parking space for the handicapped resident at No. 428 Dundurn Street South.

Presently, unrestricted free parking exists on both sides of Dundurn Street South in this area. The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issue by the Regional Commissioner of Social Services. The Social Services Department has advised that Mrs. William Oncea posses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

23.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

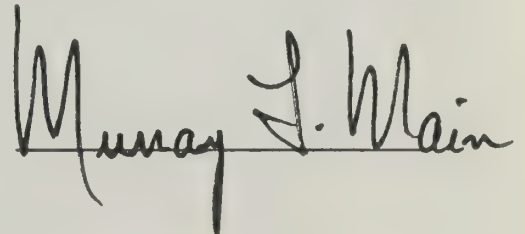
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 11
COMM FILE: 3-9.1
DEPT FILE: TEC-223-89

SUBJECT: 21 Roseland Avenue - Removal of Reserved Parking Space for a
Handicapped Resident

RECOMMENDATION:

- a) That the existing permit parking regulation on the north side of Roseland Avenue commencing 32 feet from the east end to a point 22 westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

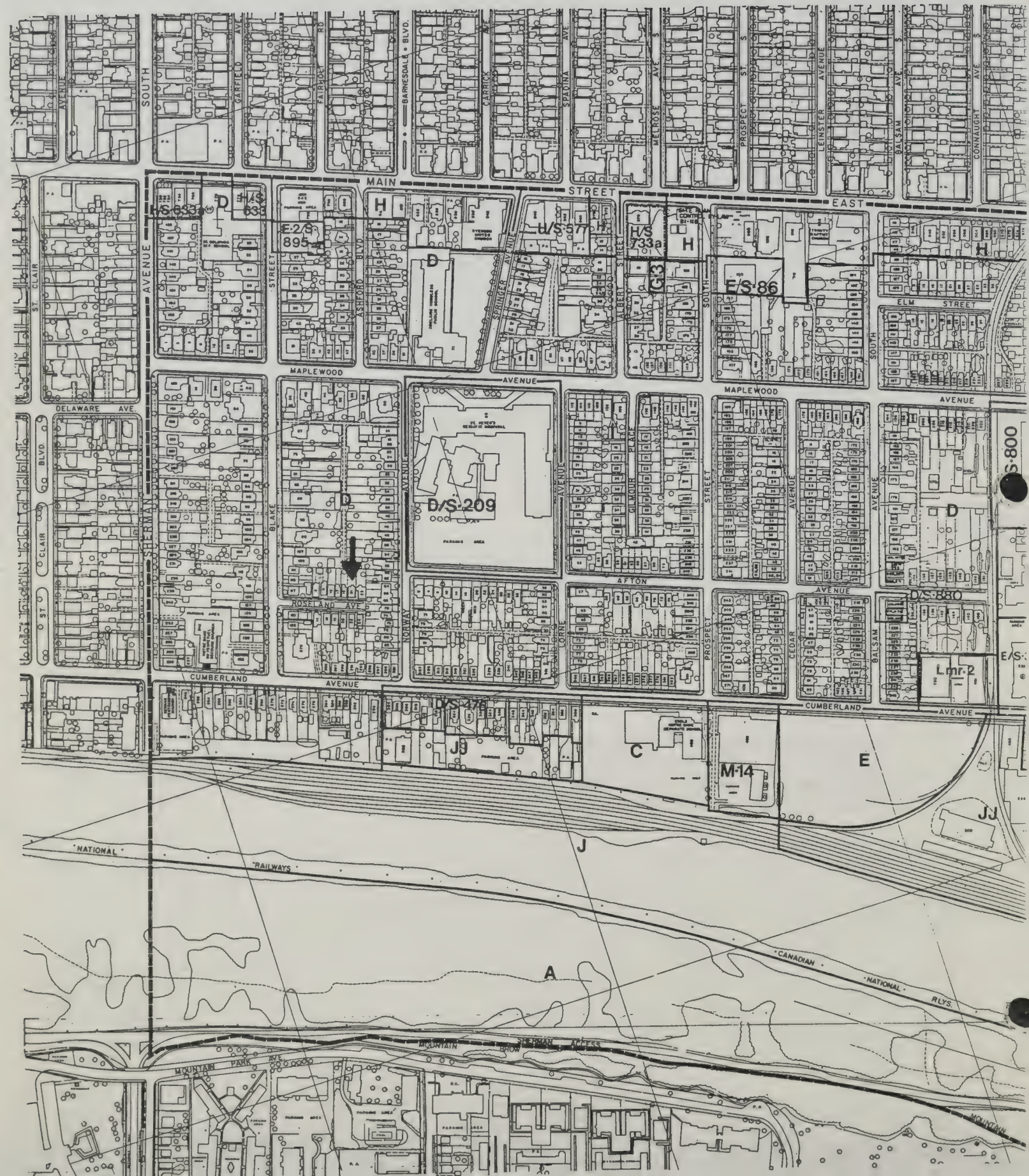


FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has been advised by Mr. Fred Clarkson, 21 Roseland Avenue, that he no longer resides at this address, and therefore, has requested that the existing permit parking area directly in front of his home be removed. The Traffic Department concurs with the request.



FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

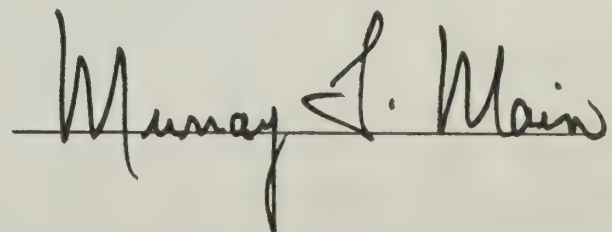
DATE: 1989 September 6
COMM FILE:
DEPT FILE: TEC-213-89

SUBJECT: 94 Park Street North
- Application for Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application by 566055 Ontario Inc. to lease portions of the boulevards of Park Street North and Vine Street adjacent to No. 94 Park Street North be approved, provided that;

- i) the owner pays the annual fee of \$125.00 in accordance with the fee structure approved by the City Council on 1986 March 25, plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.
- ii) the owner pays a one-time \$150.00 processing fee, as approved by the City Council on 1988 January 12.
- iii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- v) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- vii) the existing residential boulevard parking agreement, registered as instrument No. 426845 C.D., be discharged at the property owner's expense.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Revenue from the leasing of these boulevards would be \$125.00 per year.

BACKGROUND:

566055 Ontario Inc., 94 Park Street North, has applied for permission to lease portions of the road allowances of Park Street North and Vine Street adjacent to this property to park three vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

On 1987 September 4, a residential boulevard parking agreement was registered against the subject property to allow one vehicle to be parked partially on the City boulevard and partially on the private property. However, this building is now being used as a commercial building and therefore, the existing residential boulevard parking agreement should be discharged at the property owner's expense.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$330.00 which represents the following:

- one-time \$150.00 processing fee
- first annual leasing fee of \$125.00
- \$10.00 encroachment insurance
- one-time \$25.00 registration fee
- \$20.00 fee to discharge an existing residential boulevard parking agreement.

cc: Mr. P. Hooker
Acting City Solicitor



FOR ACTION

25.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

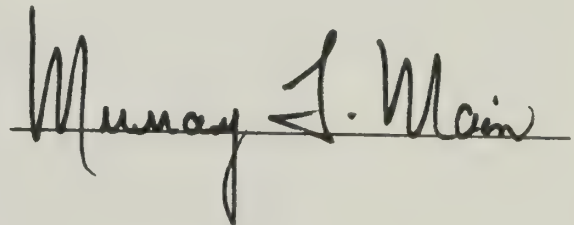
DATE: 1989 August 22
COMM FILE: TEC-171-89
DEPT FILE: 3-9.3

SUBJECT:

Crockett Street at East 33rd Street - Corner Clearances.

RECOMMENDATION:

- a) That stopping be prohibited on the north side of Crockett Street between East 33rd Street and a point 55 feet easterly therefrom; and
- b) That stopping be prohibited on the south side of Crockett Street between East 33rd Street and a point 50 feet westerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

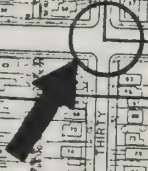
BACKGROUND:

A resident of the nearby area has advised of visibility obstructions created by parked vehicles on the north and south sides of Crockett Street at East 33rd Street.

Presently, there is unrestricted free parking on both sides of Crockett in this area. A Traffic Department investigator has confirmed that vehicles parked at

these locations obstruct visibility for motorists on East 33rd Street attempting to enter Crockett. Therefore, the Traffic Department recommends that corner clearances be implemented on the north-east and south-west corners as a safety measure.

The implementation of the proposed corner clearances would result in a total loss of two legal on-street parking spaces. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.



H/S 534-234
G/S 234

H/S 585

FOR ACTION

26.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 6

COMM FILE:

DEPT FILE: TEC-208-89

SUBJECT: Glenfern Avenue west of Queen Street South - Corner Clearances

RECOMMENDATION:

- a) That "No Stopping" corner clearances be implemented on the north side of Glenfern Avenue commencing at Queen Street South and extending to a point 65 feet westerly therefrom and on the south side from Queen Street South to a point 63 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. William Kula, 1 Glenfern Avenue, that corner clearances be implemented across the frontage of his property on both sides of Glenfern, west of Queen, in order to facilitate driveway movements and turning movements at the intersection.

Presently, there is an alternate side parking regulation on the street in this area. Mr. Kula has expressed concern regarding parked vehicles obstructing access to his driveway, and the fact that he interferes with traffic turning from Queen onto Glenfern while manoeuvring into his driveway.

The implementation of the proposed regulation would result in a loss of two legal on-street parking spaces on the north side of the street where parking is prohibited during the winter months and no legal spaces on the south side. All of the homes in the block have driveways. The proposed corner clearances would improve turning movements at the intersection and driveway movements to Mr. Kula's property. Therefore, the Traffic Department concurs with the request.



92	92	41
26	93	41
133	102	102

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

CITY OF HAMILTON KIRKENDALL SOUTH ZONING

0 100m
SCALE 50m

PLANNING
UNIT NO.
6802

JUNE 1988

FOR ACTION

27.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

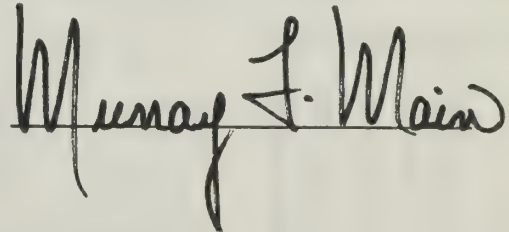
DATE: 1989 August 22
COMM FILE:
DEPT FILE: TEC-201-89

SUBJECT:

Hunter Street East at Walnut Street - Bus Stop Relocation.

RECOMMENDATION:

- (a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:
- Delaware Route - westbound - delete - Hunter Street East at Walnut Street (F/S)
 - add - Hunter Street East, west of Walnut Street (M\B)
- (b) That the City Traffic By-law 89-72 be amended accordingly.



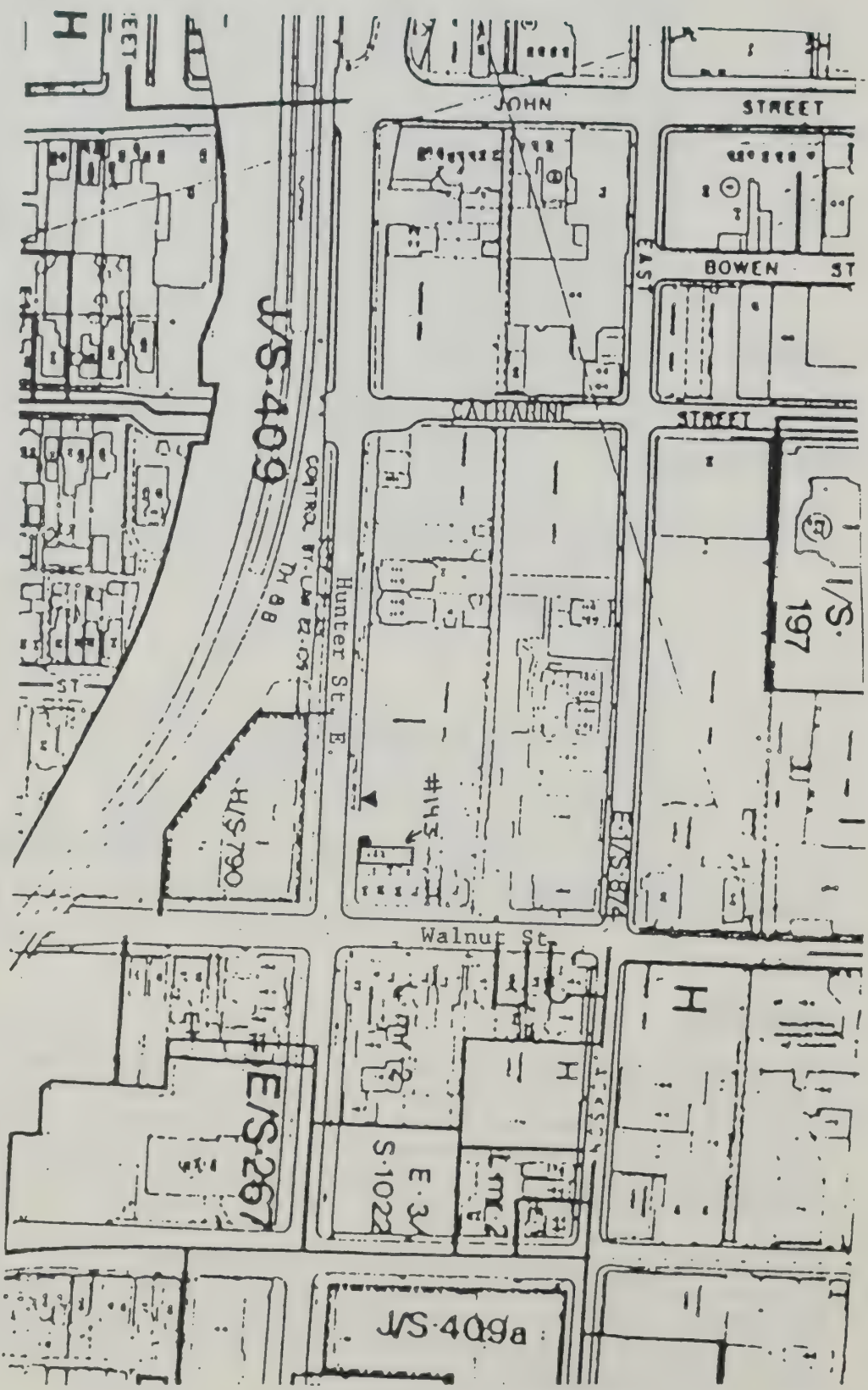
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

The Traffic Department has received a letter from the Hamilton Street Railway Company requesting that the existing far-side bus stop at the north-west corner of Hunter Street East and Walnut Street be relocated to a mid-block location on Hunter, 35 metres west of Walnut. The relocation of this bus stop adjacent to a private parking lot will eliminate the problem of HSR passengers littering and standing on the nearby resident's lawn and porch.

The Traffic Department has reviewed the proposed the bus stop relocation and finds it satisfactory from a traffic point of view. The proposed bus stop would not result in any loss of on-street parking, since Hunter Street East is signed "No Parking" on this side of the street in this area. Therefore, the Traffic Department concurs with this request.



- Existing Bus Stop
- ▲ Proposed Bus Stop

**HAMILTON STREET RAILWAY COMPANY
MARKETING AND CUSTOMER SERVICES GROUP**

LOCATION: Hunter St..E. at Walnut St.,
Northwest Corner, Farside

DATE: Aug. 2/89 **SCALE:** N.T.S. **DWN. BY:** AY

FOR ACTION

28.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

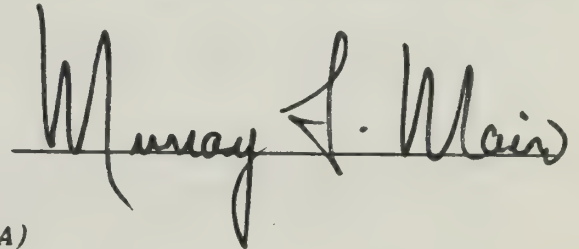
DATE: 1989 August 23
COMM FILE:
DEPT FILE: TEC-205-89

SUBJECT:

Semi-annual renewal of Reserved Parking Permits.

RECOMMENDATIONS:

That the City Traffic By-law 89-72 be amended to eliminate the option for permit holders to renew their permits on a six-month basis, such that annual renewal only is required.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

For many years, the reserved permit parking program has operated on the basis that permit holders may renew their permits on an annual or semi-annual basis. There have been no serious problems with this aspect of the program. However, as with most things, there is room for some improvement.

In order to provide applicants with an option of renewing on an annual or semi-annual basis, the windshield permit consists of three parts; the permit and two different coloured stickers which are placed beside the permit to indicate whether the permit is valid for twelve months or for only six months. The renewal of permits on a six months basis can be administratively difficult. Courtesy parking violation tags are issued in many cases to remind the permit holder to renew the permit in the middle of the year, and sometimes, parking tags must be issued to prompt the permit holder to come into the City Hall and renew the permit. Therefore, it would appear to be beneficial to the permit holder and to the City to eliminate the option of allowing permit holders to renew their permits on a six month basis.

Records indicate that of the approximately 350 permits issued in 1988, only approximately 7% (50) permit holders chose the option of renewing their permit every six months. Thus, most permit holders find it more convenient to purchase their permits on an annual basis. Residents who require permits for only a short time period can purchase a permit for a year, and receive a refund for the balance of the year when the permit is returned. There is no option for purchasing time limit exemption permits on a six month basis, and there has never been a complaint in this regard. Therefore, eliminating the option of renewing on a six month basis for reserved parking permits should not create any serious difficulties for existing or future permit holders.

29.

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORTATION AND ENVIRONMENT COMMITTEE

REPORT FROM: W. M. CARSON, C.A.O.,
CO-ORDINATOR OF EMERGENCY RESPONSE
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

L. SAGE, C.A.O.,
CITY OF HAMILTON

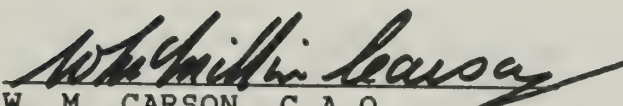
DATE: August 30, 1989
COMM FILE:
DEPT FILE: E560-32

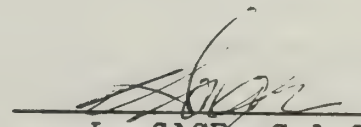
SUBJECT

Emergency Communications System (CAO-89-020)

RECOMMENDATIONS

1. That the report of the consultant on emergency communications be received by Council; and
2. That the Commissioner of Engineering be authorized to call for proposals from consultants for a preliminary engineering study to determine the final conceptual design and estimate for the radio system; and
3. That the report be referred to the Co-ordinating Committee for a recommendation on the method of funding the study; and
4. That this project be considered as a new project priority for the 1990-1991 portion of the 1990-1994 Capital Budget.


W. M. CARSON, C.A.O.
REGION OF HAMILTON-WENTWORTH


L. SAGE, C.A.O.
CITY OF HAMILTON

FINANCIAL IMPLICATIONS

The preliminary estimates for the system indicate a cost of approximately seven million dollars. This would result in a savings of five million dollars in upgrades to outmoded equipment which would have to be replaced anyway.

Cont'd...

-Page 2-
August 30, 1989

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Cont'd...

FINANCIAL IMPLICATIONS (Cont'd)

The costs are broken down as follows:

	Common equipment	\$934,000	
<u>Agency</u>	<u>Radio Equipment</u>	<u>Share of Common Equipment</u>	<u>Total</u>
Police	\$3,433,800	\$538,381	\$3,972,181
Engineering	\$ 340,000	\$ 53,308	\$ 393,308
City of Hamilton	\$ 519,000	\$ 81,468	\$ 601,068
Fire Department	\$1,519,600	\$238,250	\$1,757,856
Conservation			
Authority	\$ 144,700	\$ 22,687	\$ 167,387
		TOTAL	\$6,890,600

The preliminary engineering study is estimated to cost \$100,000.

The Public Works and Traffic Departments would have to fund \$601,068 of the total expenditure and the Fire Department would have to fund \$1,757,856 of the total expenditure.

The Region is currently working with the Area Municipalities and Area Fire Departments so the final share of common equipment could decrease.

The expenditure would likely occur over 1990 to 1991. As this project is not presently in the Capital Budget it should be submitted as a new program priority for the 1990-1994 Capital Budget and be considered during the 1990 Budget process.

Cont'd...

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Cont'd...

BACKGROUND

The Regional By-law R87-137 establishes a Regional Emergency Plan to deal with Peacetime Emergencies. One of the difficulties identified with emergency response is the mobile communication system. The Region hired a Consultant, Plantel Telecommunications to study the Radio and Telephone Systems in the Government Group and recommend optimum systems. Some of the conclusions of the report on telecommunications were presented to and approved by Regional Council in January 1989. What follows is a summary of the report for emergency communications and a plan of action for implementation.

The agencies in the normal disaster response plan for the Region are organized to efficiently respond to a major disaster. There is, however, an area of weakness in the process which is a factor in the response. This weakness is the interagency communications network. When a situation occurs which requires a multi-disciplined response, communications are awkward because each agency is on a different radio frequency. The telecommunications network will be tied together by the Centrex System which has the capability of covering the City of Hamilton and the Region in the core area. All existing radio systems except the HSR require upgrading to cure loading problems.

There are two possible solutions to the problem. A unified emergency response frequency could be established to cope with the overlap or a unified radio system could be installed.

Since the frequencies of the various agencies are quite different, the first alternative would still be cumbersome. Each agency would require two radios; one for the emergency frequency and one for their normal operations. If all agencies went on the emergency frequency during the response, the frequency would be crowded and communications would be difficult to control.

Cont'd...

-Page 4-
August 30, 1989

TRANSPORTATION AND ENVIRONMENT COMMITTEE\

BACKGROUND (Cont'd)

The second option is the one recommended by the consultant. This option requires the installation of a fully integrated trunked radio system. The system would allow for computer switching to allow all agencies to talk only to their own forces or to each other as the situation demands. Conversations on the radio could be private if necessary. The system would also streamline day to day operations by reducing the crowded conditions on the air by sharing frequencies. Priority users such as Police and Fire Departments could be given precedence for access to the frequencies. The relatively new system at the HSR would remain intact and would be linked to the main system for emergencies. Other municipal agencies could be easily added to this system in the future.

The report of the consultant deals with the generalized concept of the requirements of a system and provides preliminary estimates for the systems. A further pre-engineering study is needed to fix the number and location of transmission sites, the transmission mode and the requirement for facilities to house the equipment. This would provide a final conceptual design and a final project estimate.

RJP:cr

cc: Alderman B. Hinkley, Chairman and Members
Personnel Committee



AUG 17 1989

CITY COUNCIL
HAMILTON, CANADA

30.

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

August 17, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Large Trucks Damaging Residential Hydro Lines

I am receiving an increasing number of complaints regarding the number of private hydro lines being torn down by trucks using residential streets.

Would you please arrange to have this matter placed on the agenda of the next committee meeting. I would like to discuss this matter with the committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mrs. M. Loprieno
118 Tisdale Avenue North
Hamilton, Ontario L8L 5M6
cc: Mrs. A. DesRoches
117 Tisdale Avenue North
Hamilton, Ontario L8L 5M5

JUL 17 1989



CITY COUNCIL
HAMILTON, CANADA

31.

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

July 12, 1989

Mr. R. C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

**RE: Garbage Pickup at Restaurant, Fast Food Stores,
and Other Food-Handling Operations**

Would you please arrange to have the above item placed on the next agenda of the Transport and Environment Committee.

I would like the opportunity to address various aspects regarding the frequency of garbage pickups relating to the above with the Committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mr. Sam Park
55 Wentworth Street South
Hamilton, Ontario L8N 2Y5



JUL 21 1989

32.

CITY COUNCIL
HAMILTON, CANADA

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

July 19, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Reduced Speed Limits in School Areas

Would you please arrange to have the above matter placed on the August 21st agenda of the Transport and Environment Committee.

I would like to discuss this matter with the Committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mr. Edward Andrews
148 Beach Road
Hamilton, Ontario L8L 4A3

FOR ACTION

33

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.33

SUBJECT: By-law to Incorporate Block 44, Plan 62M-560 into Independence Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 22(e)(i), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE BLOCK 44, PLAN 62M-560
INTO INDEPENDENCE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Independence Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Independence Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

PART OF PARCEL RESERVES -1, SECTION 62M-560
Being all of Block 44, Plan 62M-560 in the
City of Hamilton, in the
Regional Municipality of Hamilton-Wentworth
being part of the Parcel.

FOR ACTION

33(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1.648

SUBJECT: By-law to Incorporate parts of Block 146, Plan 62M-502,
Block 124, Plan 62M-516 and Block 147, Plan 62M-502 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 1st Report of the Transport and Environment Committee for 1989, Item 11, adopted by City Council on December 13, 1988.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on December 13, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE PARTS OF BLOCK 146, PLAN 62M-502,
BLOCK 124, PLAN 62M-516 AND BLOCK 147, PLAN 62M-502
INTO BRIGADE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Brigade Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Brigade Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

PART OF PARCEL RESERVES -1, SECTION 62M-502

Parts of Block 146, Plan 62M-502

City of Hamilton

Regional Municipality of Hamilton-Wentworth

more particularly described as follows:

FIRSTLY:

COMMENCING at the southeast angle of Lot 51, Plan 62M-502;

THENCE N 18 27'45" E along an easterly limit of the said Lot 20.00m to an angle therein;

THENCE N 26 32'15" W along a northeasterly limit of the said Lot 16.971m to a northeastern angle of said Lot 51;

THENCE S 71 32'15" E along the northern limit of Block 146 aforementioned 0.424m to an angle therein;

THENCE S 26 32'15" E along a northeastern limit of said Block 16.795m to an angle therein;

THENCE S 18 27'45" W along an eastern limit of said Block 20.123m to the production easterly of the southern limit of the aforementioned Lot 51;

THENCE N 71 32'15" W along the said production 0.30m to the point of commencement.

SECONDLY:

COMMENCING at the northeastern angle of Lot 50, Plan 62M-502;

THENCE southerly along the eastern limit of Lot 50 on a curve to the left having a radius of 103.00m an arc distance of 5.752m the chord equivalent having a length of 5.751m and a bearing of S 00 04'15" E to the end of the curve;

THENCE S 01 40'15" E and tangential to the last mentioned curve continuing along the eastern limits of Lots 50, 49 and 48, Plan 62M-502 a distance of 28.251m to an angle in said Lot 48;

THENCE N 88 19'45" E along a northern limit of Lot 48 a distance of 3.00m to an angle in Lot 48;

THENCE S 01 40'15" E along the most eastern limits of Lots 48 to 40 (inclusive), Plan 62M-502 a distance of 120.676m to the beginning of a curve to the left having a radius of 100.00m;

THENCE southerly and tangential to the last mentioned course along the said curve to the left being also the eastern limits of Lots 40, 39 and 38 Plan 62M-502 an arc distance of 21.167m the chord equivalent having a length of 21.127m on a course of S 7 44'05" E to the end of curve;

THENCE S 13 47'55" E continuing along the eastern limit of said Lot 38 and tangential to the said curve 4.590m to the most southwestern angle of said Block 146;

THENCE N 76 12'05" E along the most southern limit of Block 146 a distance of 0.30m to the southeast angle thereof;

THENCE N 13 47'55" W along an eastern limit of Block 146 a distance of 4.290m to the beginning of a curve to the right having a radius of 99.700m;

THENCE northerly and tangential to the last mentioned course on the said curve to the right being also an eastern limit of Block 146 an arc distance of 21.103m, the chord equivalent being 21.064m drawn on a course of N 07 44'05" W to the end of the curve;

THENCE N 01 40'15" W tangential to the last mentioned curve and continuing along the eastern limit of Block 146 a distance of 120.976m to an angle therein;

THENCE S 88 19'45" W along a northern limit of Block 146 a distance of 3.00m to an angle therein;

THENCE N 01 40'15" W along an eastern limit of said Block 27.951m to the beginning of a curve to the right having a radius of 102.700m;

THENCE northerly continuing along the said eastern limit and tangential to the last mentioned curve to the right an arc distance of 5.752m the chord equivalent being 5.751m measured N 00 04'15" W to the production easterly of the northern limit of the aforementioned Lot 50;

THENCE S 88 19'45" W along the said production 0.30m to the point of commencement.

Being part of the Parcel.

The above described Firstly and Secondly being shown in heavy outline on Hamilton-Wentworth Regional Plan RA-H-456 Surveys.

PART OF PARCEL RESERVES -1, SECTION 62M-516

Being all of Block 124, Plan 62M-516 in the

City of Hamilton, in the

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

PART OF PARCEL RESERVES -1, SECTION 62M-502

Being all of Block 147, Plan 62M-502 in the

City of Hamilton, in the

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

FOR ACTION

33

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.35

SUBJECT: By-law to Incorporate Block 43, Plan 62M-560 into Independence Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 22(e)(iii), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE BLOCK 43, PLAN 62M-560
INTO INDEPENDENCE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Independence Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Independence Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

PART OF PARCEL RESERVES -1, SECTION 62M-560
Being all of Block 43, Plan 62M-560 in the
City of Hamilton, in the
Regional Municipality of Hamilton-Wentworth
designated as Part 3 on Plan 62R-10456
being part of the Parcel.

FOR ACTION

33can

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.2

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10237 and
Parts 1, 2, 3, and 4, Plan 62R-9574 into Eaglewood Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 31(e), adopted by City Council on January 31, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on January 31, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Eaglewood Manor" be registered first. This has been complied with now.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE PART 1, PLAN 62R-10237 AND
PARTS 1, 2, 3 AND 4, PLAN 62R-9574
INTO EAGLEWOOD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Eaglewood Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Eaglewood Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

FIRSTLY:

Parcel Reserves -1, Section 62M-472
Being Part of Block 45, Plan 62M-472
designated as Part 1, on Plan 62R-10237
City of Hamilton
Regional Municipality of Hamilton-Wentworth
being part of the Parcel.

SECONDLY:

Part of Lot 7, Concession 8,
in the geographic Township of Barton,
designated as Parts 1, 2, 3 and 4 on Reference Plan 62R-9574
City of Hamilton
Regional Municipality of Hamilton-Wentworth.

FOR ACTION

33(e)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.5

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10245 into Rushdale Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 13, adopted by City Council on February 14, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on February 14, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE PART 1, PLAN 62R-10245
INTO RUSHDALE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rushdale Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rushdale Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

(1989) 4 R.T.E.C., 13, February 14

SCHEDULE 'A'

PART OF PARCEL RESERVES -1, SECTION 62M-488
Being part of Block 90, Plan 62M-488 in the
City of Hamilton, in the
Regional Municipality of Hamilton-Wentworth
designated as PART 1 on Plan 62R-10245
being part of the Parcel.

FOR ACTION

330

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.26

SUBJECT: By-law to Incorporate Block 123, Plan 62M-516 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 11(g), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE BLOCK 123, PLAN 62M-516
INTO BRIGADE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Brigade Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Brigade Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

Part of Parcel Reserves -1, Section 62M-516

All of Block 123, Plan 62M-516

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

FOR ACTION

33cg

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1/89.34

SUBJECT: By-law to Incorporate Block 26, Plan 62M-539 into Ironwood Crescent

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 22(e)(ii), adopted by City Council on June 27, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE BLOCK 26, PLAN 62M-539
INTO IRONWOOD CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Ironwood Crescent by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Ironwood Crescent.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

PART OF PARCEL RESERVES -1, SECTION 62M-539
Being all of Block 26, Plan 62M-539 in the
City of Hamilton, in the
Regional Municipality of Hamilton-Wentworth
being part of the Parcel.

FOR ACTION

33(h)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 6
COMM FILE:
DEPT FILE: 65-1.651

SUBJECT: By-law to Incorporate Block 118, Plan 62M-589 into Dragoon Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 1st Report of the Transport and Environment Committee for 1989, Item 20(g), adopted by City Council on December 13, 1988.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on December 13, 1988, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Wellington Chase - Phase 3" be registered first. This has been complied with now.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 89-

TO INCORPORATE BLOCK 118, PLAN 62M-589
INTO DRAGOON DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Dragoon Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Dragoon Drive.
2. Schedule "A" attached hereto is included in and forms part of this By-law.
3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1989.

City Clerk

Mayor

SCHEDULE 'A'

Part of Parcel Reserves -1, Section 62M-589

All of Block 118, Plan 62M-589

City of Hamilton

Regional Municipality of Hamilton-Wentworth
being part of the Parcel.

MAR 23 1989

194 Southbend Road East
Hamilton, Ontario
L9A 2B9

March 10, 1989

Alderman Merling, Chairman
Traffic & Environment Committee
City Hall
Hamilton, Ontario

34.

To Contact me
call @
523 8621 - 8:30 to 4:30
or
383-9524 after
5:00 pm

Reference: Restriction on parking on the south east side of David Street

Two meetings of the Traffic & Environment Committee were attended at the end of last year to make our concerns known about the restricted parking on the south east side of David Street adjacent to our property line at 194 Southbend Road East.

We were advised that the rationale for this restriction was traffic safety concerns and was the result of 2 petitions by a few neighbours. At the last meeting attended, Mr. Merling, you put forward a recommendation that the parking restriction be removed from our driveway to the corner of Southbend and David, the south east side of the street, and this recommendation was supported by the Committee members.

Thank you for this consideration; however, it is reiterated that the original request for restricted parking from the corner of Southbend and David to our driveway is not our major concern. If we had been advised that this was the recommendation that was to be put forward, the reason for our request to park our vehicles south of our driveway would have been put forward. If the situation is checked, it will be ascertained that there has been at least two major accidents in this very spot - north of our driveway - which have caused extensive damage to our property and vehicles. Thus, we are reluctant to park our vehicles in this dangerous area.

Additionally, the second petition was based on the information supplied in the original petition. The Committee's action of permitting parking in the original petitioned area is an indication that the rationale for the original petition has no validity. How then can you continue to restrict parking in this area covered by the second petition?

Therefore, it is again requested that this situation be examined and that the restricted parking from our driveway to the end of our property line be rescinded.

March 10, 1989

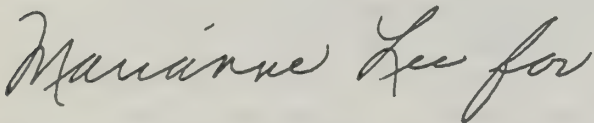
At the second meeting attended, a resident of 143 David Street was asked for his preference as to whether he wished to continue to have a restriction on parking in front of their residence. This is their choice and their right as taxpayers of the City of Hamilton. However, it is also our right to be able to park our vehicles in a safe location with easy access to our residence and certainly our concerns in this regard have been expressed repeatedly but we were never extended the courtesy given the other residents.

We feel it is very discriminatory to listen and address others tax payers' concerns while ignoring ours. Surely the rationale I have stated above has more validity than the reason for the resident of 143 David Street gave, which was to have the area available for snow removal or street cleaning. No other resident in this area is being inconvenienced as we are.

The restriction on the parking area that has been rescinded leaves parking for only one car as the by law restricting parking too close to the corner of an intersection must be adhered to. We are the only residents in this area who must park their vehicles in either a precarious area or one half a block away from our residence.

A positive, early response is requested.

Sincerely,



Residents of 194 Southbend Road East
Hamilton, Ontario

/ml

pc Mayor Morrow

FOR ACTION

35.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

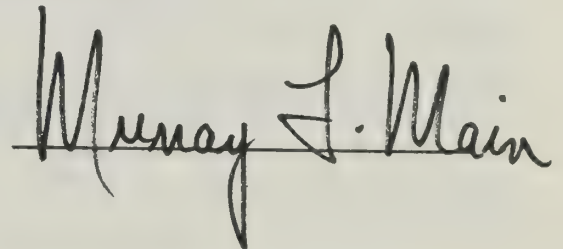
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 14
COMM FILE:
DEPT FILE: TEC-199-89

SUBJECT: No's 36 and 40 Solomon Crescent - driveway dispute.

RECOMMENDATION:

That the owner at No. 36 Solomon Crescent be permitted to maintain and use the portion of the boulevard which is defined by a straight line extension from his garage, for the purpose of driveway access to this premises.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Tom Jackson has become involved in a dispute between two neighbours at the above mentioned addresses, respecting the gravelling and potential hard surfacing of a portion of the boulevard of Solomon Crescent in the area between the two premises. The owner at No. 36 has gravelled a driveway extending from the doors from his garage and to the sidewalk on Solomon Crescent, which crosses over the extension of the property line between No. 36 and No. 40. The resident at No. 40 feels that this should not be allowed to occur.

This situation occurs in virtually every cul-de-sac and crescent where pie shaped lots exist. The staff has attempted to minimize this problem in recent years by designing plans of subdivision such that the property lines between two properties intersect at the geometric centre of the cul-de-sac, and while this has mitigated the problem, this does not eliminate the situation.

The situation is often that the alignment of the homes and garages is such that a driveway extended from the garage to the roadway crosses over a driveway from an adjacent premises, in the area of the boulevard of the public highway. These problems are most severe when one of the residents decides to park in this common driveway area on the boulevard, such that access to the adjacent driveway is blocked. The Traffic By-law was amended several years ago to make it illegal to park in these common areas on the boulevard, such that access to adjacent properties is obstructed.

In this particular case, the problem is considerably less than in other cases, since it is not a question of a common driveway on the boulevard, but merely that the resident at No. 40 thinks that the adjacent resident should not be permitted to pave any portion of the boulevard which is over the extended property line. It should be emphasized that the property in question belongs to neither owner, but is part of the boulevard of Solomon Crescent. Therefore, the owner at No. 36 has not contravened any By-law.

It is the view of the staff that this is a relatively trivial matter, which causes no specific problem for either owner except that the owner No. 40 seems to consider it to be an aesthetic consideration. There are many cases in the City where this situation cannot possibly be avoided. While it would be possible for the owner at No. 36 to curve the driveway to avoid this situation, it is the view of the staff that this is not necessary or appropriate, since this would in many cases be impossible to achieve, and in other cases would make access to garages extremely difficult if not impossible.

This item should be dealt with as a matter of principle rather than as an exception to the general principle that residents should be allowed to pave boulevard areas on the other side of the extended property line between two adjacent properties in order to provide direct and convenient access to their premises.

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

REGISTERED MAIL

1989 September 07

Ms. Karen Horne
40 Solomon Crescent
Hamilton, Ontario
L8W 2G2

Dear Ms. Horne:

Re: Driveway Dispute at No's 36 & 40 on Solomon Crescent

Please be advised that an item respecting the above, was tabled at the August 21, 1989 meeting of the Transport and Environment Committee with instructions that the owners of No's 36 & 40 Solomon Crescent be invited to attend the next meeting for the purpose of resolving this issue.

The next meeting of the Transport and Environment Committee, at which this matter will be considered, is scheduled for Monday, 1989 September 18 at 3:00 p.m. in Room 233, City Hall.

I have attached for your information, a copy of the report and recommendation of the Director of Traffic Services, which will be considered by the Transport and Environment Committee at this meeting.

Your attendance at this meeting will be greatly appreciated and should you have any questions please do not hesitate to contact the writer at 526-2747.

Yours truly,

A handwritten signature in cursive script, appearing to read "R. Prowse".

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp
Attach.

cc: Alderman T. Jackson
Mr. M. Main, Director of Traffic Services

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

REGISTERED MAIL

1989 September 07

Mr. & Mrs. D. Payne
36 Solomon Crescent
Hamilton, Ontario
L8W 2G2

Dear Mr. & Mrs. Payne:

Re: Driveway Dispute at No's 36 & 40 on Solomon Crescent

Please be advised that an item respecting the above, was tabled at the August 21, 1989 meeting of the Transport and Environment Committee with instructions that the owners of No's 36 & 40 Solomon Crescent be invited to attend the next meeting for the purpose of resolving this issue.

The next meeting of the Transport and Environment Committee, at which this matter will be considered, is scheduled for Monday, 1989 September 18 at 3:00 p.m. in Room 233, City Hall.

I have attached for your information, a copy of the report and recommendation of the Director of Traffic Services, which will be considered by the Transport and Environment Committee at this meeting.

Your attendance at this meeting will be greatly appreciated and should you have any questions please do not hesitate to contact the writer at 526-2747.

Yours truly,

A handwritten signature in cursive script, appearing to read "R. Prowse".

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp
Attach.

cc: Alderman T. Jackson
Mr. M. Main, Director of Traffic Services

DATE: September 9, 1989

(X 44C)

FIRST CLASS MAIL (x 38c)

\$7.16

EXCESS POSTAGE (X)

(x)

(**x**)

(**x**)

TOTAL	\$7.16
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DELIVERED BY: Lucy Pacifici

FOR ACTION

36.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

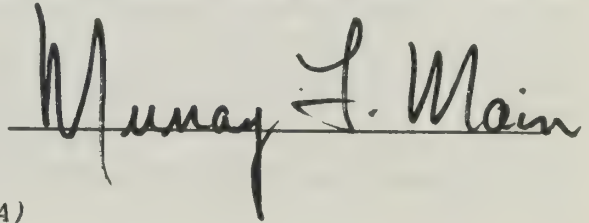
DATE: 1989 July 13
COMM FILE:
DEPT FILE: TEC-167-89

SUBJECT:

Fairleigh Crescent between Delaware and Cumberland Avenues - Residential Boulevard Parking.

RECOMMENDATIONS:

That no exemption be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton, for the portion of Fairleigh Crescent between Delaware and Cumberland Avenues.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Brian Hinkley has forwarded to the Traffic Department a petition from the residents of Fairleigh Crescent between Delaware and Cumberland Avenues, which requests that the policy allowing residential boulevard parking for one, two and three family dwellings, which is applicable to all City and Regional roads within the City, be disallowed for the subject block of Fairleigh Crescent. No reasons were given for the request on the petition or the accompanying letter. The petition is signed by representatives of 24 of the 34 residences in this block.

An investigation has revealed that 32 of the 34 residential properties in this block have existing off-street parking. 29 of the properties have driveways on private property, 3 of the properties have single residential boulevard parking spaces and the other 2 properties do not have any off-street parking whatsoever.

The program to allow residential boulevard parking has been very successful in the City to the extent that approximately 2500 agreements have been executed on City roadways. This provision solves many problems, and specifically, provides one or more reserved parking spaces for each applicant immediately adjacent to their own property such that the problem of not being able to find a parking space near their home, or in many cases, within the same block, is eliminated.

With respect to land values, most applicants believe that the provision of a reserved parking space for their property will increase the value of the property rather than decrease it.

Two blocks of street (Gladstone between Main and Delaware and St. Clair between Main and Delaware) have been approved by the City Council for exclusion from any further front yard parking approvals. Neither of these exclusions were supported by staff.

While there are no current outstanding applications for residential boulevard parking on Fairleigh Crescent between Delaware and Cumberland, it would appear to be unreasonable to deny the 2 residents who do not have any off-street parking the privilege of installing a boulevard parking space in front of their homes. Applicants are merely asking for the same privilege as other residents who have paved a portion of the boulevard and/or front yard to supply their own parking needs, either off-street or partially upon the boulevard. Those with existing driveways have denied others the ability to park in front of their homes, but still have the ability to park in front of homes where driveways are not presently in existence. The creation of exclusions to the by-law and policy for small portions of streets within the City would be inconsistent and inequitable to residents, and would create significant administrative problems if applied on a wide scale. Therefore, the Traffic Department recommends against such an exclusion.



JUL 20 1989

CITY COUNCIL
HAMILTON, CANADA

Brian Hinkley
Alderman Ward 3

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

July 19, 1989

TO: All Property Owners on Fairleigh Crescent
Between Delaware and Cumberland

Dear Friends and Neighbours:

RE: Front Yard Parking

On Monday, July 17th, the Transport and Environment Committee received the enclosed report from the City's Director of Traffic Services. This matter was discussed by the committee.

The committee members expressed strong reluctance to approving an exemption to the policy of allowing residential boulevard parking on your street. The committee, however, did not make a final decision.

This matter will be heard by the Transport and Environment Committee on September 18th at approximately 3:00 p.m. at City Hall in Room 233.

Any resident who is interested in appearing at this meeting and expressing their opinions is welcome to do so. I would suggest that you mark your calendar now and plan on attending this meeting if you are concerned about this matter.

Yours very truly,

Brian Hinkley
Alderman, Ward 3

rd

Encl.

FOR ACTION

37.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

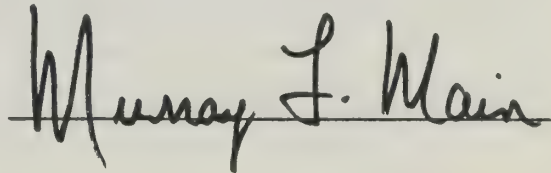
DATE: 1989 July 13
COMM FILE:
DEPT FILE: TEC-168-89

SUBJECT:

Elm Street between Balsam Avenue South and the easterly end - Residential Boulevard Parking.

RECOMMENDATIONS:

That no exemption be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton, for Elm Street between Balsam Avenue and the easterly end.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

Alderman Brian Hinkley has forwarded to the Traffic Department a petition from the residents of Elm Street between Balsam and the easterly end, which requests that the policy allowing residential boulevard parking for one, two and three family dwellings, which is applicable to all City and Regional roads within the City, be disallowed for this block. No reasons were given for the request on the petition. The petition is signed by representatives of 13 of the 21 residences in this block.

An investigation has revealed that 19 of the 21 residential properties in this block have existing off-street parking. All of these off-street spaces are located in the rear yards and are accessible from the rear alleys except for 7 properties which have driveways directly off of Elm Street. The remaining two properties do not have any off-street parking whatsoever, but one could have front yard parking and both could accommodate space in the rear yard if the residents wish to install a space.

The program to allow residential boulevard parking has been very successful in the City to the extent that approximately 2500 agreements have been executed on City roadways. This provision solves many problems, and specifically, provides one or more reserved parking spaces for each applicant immediately adjacent to their own property such that the problem of not being able to find a parking space near their home, or in many cases, within the same block, is eliminated.

With respect to land values, most applicants believe that the provision of a reserved parking space for their property will increase the value of the property rather than decrease it.

Two blocks of street (Gladstone between Main and Delaware and St. Clair between Main and Delaware) have been approved by the City Council for exclusion from any further front yard parking. Neither of these exclusions were supported by staff.

While there are no current outstanding applications for residential boulevard parking on Elm Street, it would appear to be unreasonable to deny the two residents who do not have any off-street parking the privilege of installing a boulevard parking space in front of their homes. Applicants are merely asking for the same privilege as other residents who have paved a portion of the boulevard and/or front yard to supply their own parking needs, either off-street or partially upon the boulevard. Those with existing driveways have denied others the ability to park in front of their homes, but still have the ability to park in front of homes where driveways are not presently in existence. The creation of exclusions to the by-law and policy for small portions of streets within the City would be inconsistent and inequitable to residents, and would create significant administrative problems if applied on a wide scale basis. Therefore, the Traffic Department recommends against such an exclusion.



JUL 20 1989

**CITY COUNCIL
HAMILTON, CANADA**

Brian Hinkley
Alderman Ward 3

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500
July 19, 1989

TO: All Property Owners on Elm Street
Between Balsam Avenue South and the Easterly End

Dear Friends and Neighbours:

RE: Front Yard Parking

On Monday, July 17th, the Transport and Environment Committee received the enclosed report from the City's Director of Traffic Services. This matter was discussed by the committee.

The committee members expressed strong reluctance to approving an exemption to the policy of allowing residential boulevard parking on your street. The committee, however, did not make a final decision.

This matter will be heard by the Transport and Environment Committee on September 18th at approximately 3:00 p.m. at City Hall in Room 233.

Any resident who is interested in appearing at this meeting and expressing their opinions is welcome to do so. I would suggest that you mark your calendar now and plan on attending this meeting if you are concerned about this matter.

Yours very truly,

Brian Hinkley
Alderman, Ward 3

rd

Encl.

AUG 14 1989



CITY COUNCIL
HAMILTON, CANADA

AI
Ch.

38.

Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 528-2009 — WARD 2

14 August 1989

Alderman H. Merling, Chairman
Transport & Environment Committee

Dear Alderman Merling:

RE: SOUTH LEG OF KING STREET BETWEEN JAMES AND JOHN STREETS

Attached is a copy of a letter from Mr. Scarfone regarding the above.

Could you please place this matter on the agenda of the September Transport and Environment Committee meeting and make arrangements for Mr. Scarfone to appear before the Committee as a delegation.

Hopefully we can resolve this situation.

Sincerely,

Vince Agro
Alderman, Ward 2

VJA:sn

Attch.

c.c. ✓ Mr. R. Prowse, Secretary, Transport & Environment Committee
Mr. J. Scarfone

*Confirmed by phone
with Mr. Scarfone's
secretary - Trill - Sept 15/89
R. Prowse*

LEWIS, BROWN, SCARFONE, FERNIHOUGH, BROWN

AUG 2 1989

BARRISTERS, SOLICITORS, NOTARIES PUBLIC

MILTON J. LEWIS, Q.C.
JAMES A. SCARFONE
ROBERT SCOTT BROWN
J. DOUGLAS REDFEARN
DAVID THOMPSON

JAMES CAMPBELL BROWN
E. WADE FERNIHOUGH
JOSEPH G. SPERANZINI
JEFFREY C. TEAL
MARK A. MURRAY

STANDARD LIFE CENTRE
SUITE 1050
120 KING STREET WEST
P.O. BOX 926, STATION "A"
HAMILTON, ONTARIO L8N 3P9
TELEPHONE (416) 523-1333
TELEFAX (416) 523-5878

July 25, 1989

City Council
71 Main Street West
HAMILTON, Ontario
L8N 3T4

ATTENTION: ALDERMAN VINCE AGRO
WARD 2

Dear Vince:

RE: SOUTH LEG OF KING STREET BETWEEN JAMES AND JOHN STREETS

It has now been two years plus since I initiated a request to have you assist me in having the relevant city committees reconsider the parking and traffic situation on the southside of King Street.

There has been an abundance of correspondence and ultimately you sought the help of Alderman Henry Merling.

We had a meeting on location and Alderman Merling was extremely confident that we could achieve what we wished to achieve. We really do wish to proceed with this. If you are not inclined to help us any further, I will seek the assistance of one of the other Aldermans, but I really had hoped that you could assist us in having this whole issued reconsidered.

Please let me hear from you in this regard.

Yours very truly,

LEWIS, BROWN, SCARFONE, FERNIHOUGH, BROWN

JAMES A. SCARFONE
JAS/do

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



Mrs. J. McAnanama
Public Library

2d floor

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

*CA4 ON HBL AOS
CSIT6
1989*

1989 September 12

URBAN MUNICIPAL
SEP 20 1989
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 September 18
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard at 3:00 p.m.

A G E N D A:

1. Minutes of the Monday, August 21, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Sand, Treated and Untreated and Sodium Chloride During Winter Season 1989-90

DIRECTOR OF PROPERTY

3. Sale of Road Allowance - Brenda Street East Limit, East of Eleanor Avenue
4. Settlement of Expropriation - Greenhill Avenue - Sunshine Construction Inc. and DiCenzo Construction Company Limited
5. Sale of Closed Southerly Portion of Rupert Court Extension

CITY SOLICITOR

6. Discharge of Garbage Collection Agreement 714705 Ontario Incorporated 408 Cumberland Avenue
7. Sale of Portion of an Alley running northerly from Main Street, between John and Hughson Streets, Part of Lot 23, Plan 1431, 10 John Street

COMMISSIONER OF ENGINEERING

8. Rondar Decontamination of PCB's for Slater Steel
9. Additional Cost Sharing - "Gilkson Village", Subdivision Agreement, Hamilton
10. Plan of Subdivision for "Eastgate Heights", Hamilton, located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood
11. Implementation of the Approved Ryckman's Neighbourhood Plan
12. Proposed Reconstruction of Sidewalk on the North Side of Lawrence Road from Huxley Avenue to Approximately 300 m Easterly
13. Temporary Street Closure - Alpine Avenue from Belwood Street to the West End of August 26, 1989
14. Temporary Street Closure - Walnut Street from King Street East to Main Street East on September 16, 1989
15. Inadvertent Encroachment Agreement
 - (a) 253 Brucedale Avenue
 - (b) 69 Florence Avenue
 - (c) 25 Brant Street
 - (d) 42 Britannia Avenue
 - (e) 173-171 Markland Street

16. **Encroachment Agreement**

- (a) 308 Catherine Street North
- (b) 425 Melvin Avenue

17. **Banner Display Application**

- (a) Royal Trust - May 14, 1990 to May 21, 1990
- (b) Hope International Development Agency - October 8, 1990 to October 15, 1990
- (c) Ontario Society of Medical Technologists - September 17, 1990 to September 24, 1990

DIRECTOR OF TRAFFIC SERVICES

18. **Intersection Control**

- (a) Crerar Drive and Pescara Avenue and Crerar Drive and Sirente Drive
- (b) Kenora Avenue and Janet Court
- (c) Cloverdale Avenue and Dunkirk Drive
- (d) Brigade Drive and Emperor Avenue
- (e) Brigade Drive and Delancey Boulevard

19. **Parking Regulations**

- (a) West side of Mount Albion Road between Kingswood and Glencastle Drives
- (b) South Side of Parkview Drive between Bond and Uplands
- (c) Turner Avenue between Aberdeen Avenue and the south end
- (d) Birmingham Street between C.N.R. Railway Tracks and Burlington Street
- (e) Kelly Street between Cathcart Street and Wellington Street North
- (f) Vineyard Road between Centennial Parkway and Gainsborough Road
- (g) Cromwell Crescent between Owen Place and Greenford Drive
- (h) East leg of Leggett Crescent, south of Limeridge Road East
- (i) 59 Magill Street
- (j) MacNab Street North between Barton Street East and Colbourne Street

(k) East side of Riverdale Drive, south of Glenburn Court

20. Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations
21. 196 Province Street North - Removal of Reserved Handicapped Parking Space
22. 430 Dundurn Street South - Request for reserved permit parking space for a handicapped resident
23. 21 Roseland Avenue - Removal of Reserved Parking Space for a Handicapped Resident
24. 94 Park Street North - Application for Commercial Boulevard Parking Agreement
25. Crockett Street at East 33rd Street - Corner Clearance
26. Glenfern Avenue west of Queen Street South - Corner Clearance
27. Hunter Street East at Walnut Street - Bus Stop Relocation
28. Semi-annual renewal of Reserved Parking Permits

CHIEF ADMINISTRATIVE OFFICER

29. Emergency Communications System (CAO-89-020)

MISCELLANEOUS

30. Large Trucks Damaging Residential Hydro Lines - Alderman B. Hinkley
31. Garbage Pickup at Restaurant, Fast Food Stores, and Other Food-Handling Operations - Alderman B. Hinkley
32. Reduced Speed Limits in School Areas - Alderman B. Hinkley

BILLS

33. (a) By-law to Incorporate Block 44, Plan 62M-560 into Independence Drive
- (b) By-law to Incorporate parts of Block 146, Plan 62M-502, Block 124, Plan 62M-516 and Block 147, Plan 62M-502 into Brigade Drive
- (c) By-law to Incorporate Block 43, Plan 62M-560 into Independence Drive
- (d) By-law to Incorporate Part 1, Plan 62R-10237 and Parts 1, 2, 3, and 4, Plan 62R-9574 into Eaglewood Drive

- (e) By-law to Incorporate Part 1, Plan 62R-10245 into Rushdale Drive
- (f) By-law to Incorporate Block 123, Plan 62M-516 into Brigade Drive
- (g) By-law to Incorporate Block 26, Plan 62M-539 into Ironwood Crescent
- (h) By-law to Incorporate Block 118, Plan 62M-589 into Dragoon Drive

DELEGATIONS

- 34. Restriction on Parking on south east side of David Street
- 35. Driveway Dispute at No's 36 & 40 Solomon Crescent
- 36. Fairleigh Crescent between Delaware and Cumberland Ave. - Residential Blvd Parking
- 37. Elm Street between Balsam Ave. South and the Easterly End - Residential Blvd. Parking
- 38. South leg of King St. between James and John Streets

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	
4.	Easement Agreement - 85 Christopher Drive	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
5.	Private retaining wall - 51 Lynwood	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
6.	Tree Policy re: sidewalk damage	Aug 21/89	Mr. Pavelka	Report to follow
7.	Stop signs on Greenhill Avenue	Aug 21/89	Mr. Main	Report for Oct 2/89 meeting

CA 40N HBL A05
C51 T6

Urban Municipal Collections
Public Library



E. A. SIMPSON
CITY CLERK
K. E. AVERY
DEPUTY CITY CLERK

HAMILTON
LBN 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 September 27

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 October 02

2:00 o'clock p.m.

Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

URBAN MUNICIPAL
OCT 2 - 1989
GOVERNMENT DOCUMENTS

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, September 18, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads, Traffic Department

DIRECTOR OF PROPERTY

3. Expropriation of Land required for the extension of Forbes Avenue - Blossom Estates Subdivision

COMMISSIONER OF ENGINEERING

4. Sanexen International Decontamination of Low Level PCBs for Hamilton Hydro
5. Temporary Street Closures - Annual Santa Claus Parade
6. Additional Cost Sharing - "Gurnett Estates - Phase 3", Subdivision Agreement, Hamilton
7. Request for Additional Funds, Mountain Park Avenue Bridge Reconstruction
8. King William Street - Wellington Street to Ferguson Avenue Temporary Street Closure - Ribbon Cutting Ceremony Monday, October 2, 1989 from 2:30 p.m. to 4:00 p.m.
9. Fencing of Public Walkway - 50 Fiona Crescent
10. To Incorporate Certain City Lands
 - (a) Queen Victoria Drive
 - (b) Quaker Crescent
 - (c) RoyalVista Drive & Rita Avenue
11. Inadvertent Encroachment Agreement
 - (a) 105 Aberdeen Avenue
 - (b) 423 Cumberland Avenue, Hamilton
 - (c) 35 Baker Street
12. (a) Policy for Banner Installation
 - (b) Royal Bank Banner over Main Street - Letter from Director of Public Works
13. Banner Display Application
 - (a) Children's Aid Society of Hamilton-Wentworth - May 7, 1990 to May 14, 1990
 - (b) Winona Peach Festival - August 20, 1990 to August 27, 1990
 - (c) Royal Trust - May 14, 1990 to May 21, 1990
14. Request for prohibition of the sounding of Railway Engine Whistles at Level Crossings

DIRECTOR OF TRAFFIC SERVICES

15. Intersection Control
 - (a) Ironwood Crescent/Rutledge Court and Independence Drive
 - (b) Rupert Court and Rushdale Drive
16. Intersection of Jay Street and Goldfinch Road - Corner Clearances
17. East Side of Princeton Drive, south of Morningside Drive - Extension of Corner Clearance
18. Intersection of Susan Drive and Upper Horning Road - Request for a School Traffic Officer
19. 160 Market Street - Application for a Time Limit Exemption Permit
20. South Side of Morley Street, east of Parkdale - Parking Regulations
21. 139 Rebecca Street - Request for a Loading Zone
22. Purchase of Regional Road "No Passing Zone" Measuring Equipment

MISCELLANEOUS

23. Large Trucks Damaging Residential Hydro Lines - Alderman Hinkley
24. Garbage Pickup at Restaurant, Fast Food Stores, and Other Food-Handling Operations - Alderman Hinkley
25. Reduced Speed Limits in School Areas - Alderman Hinkley

DELEGATIONS

26. Proposed Alley Closure: First Alley North of McAnulty Boulevard from the West side of Kenilworth Avenue North to the North/South Alley

BILLS

27. (a) By-law to close a portion of Rupert Court shown as Parts 1, 2 and 5 on Plan 62R-10430, and to authorize the sale of Parts 1 and 2 on Plan 62R-10430
- (b) By-law to designate Parts 4 and 5, Plan 62R-10430, Part of Rupert Court Extension, as a Public Walkway and To Repeal By-law No. 89-239

- (c) By-law to close and retain Holly Avenue, from McAnulty Boulevard to the C.N.R. right-of-way shown as Parts 1 to 5 on Plan 62R-10453
- (d) By-law to close and retain a portion of Beach Road in area of CN/CP Industrial Lead Crossing shown as Parts 1, 2 and 3 on Plan 62R-9714
- (e) By-law to Incorporate Part 1, Plan 62R-10545 into Albright Road

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	
4.	Private retaining wall - 51 Lynwood	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
5.	Tree Policy re: sidewalk damage	Aug 21/89	Mr. Pavelka	Report to follow
6.	Stop Signs on Greenhill	Aug 21/89	Mr. Main	Report to follow

1.

Monday, 1989 September 18
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice-Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman B. Hinkley
Mr. J. Pavelka, Director of Public Works
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Property Department
Mr. T. Bradley, Manager of Purchasing
Mr. G. Aston, Engineering Department
Mr. D. Lobo, Public Works Department
Inspector T. Sullivan, Hamilton-Wentworth
Regional Police
Mrs. B. Price, Hamilton Safety Council
Ms. Wilson, Hamilton Board of Education
Mrs. D. Buist, Hamilton-Wentworth Regional Police

The Minutes of the Monday, August 21, 1989 meeting of the Transport and Environment Committee were adopted with an amendment showing Alderman Jackson present.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Sand, Treated and Untreated and Sodium Chloride during the Winter Season 1989-1990:

That purchase orders be issued for the supply and delivery of Sand, Treated and Untreated and Sodium Chloride during the winter season 1989-90 in accordance with specifications issued and vendor's tenders, as follows:

Lakeview Sand & Gravel, Paris

Sand Treated	\$15.29 delivered
	11.64 picked up
Sand Untreated	7.79 delivered
	4.41 untreated

Prices per tonne including Provincial Sales Tax

Domtar, Toronto

Coarse Crushed in 22.5 tonne loads	\$ 32.13 delivered
Highway Fine in 40 kg. bags	102.60 delivered
(based on 789 bags per truckload)	

Prices per tonne including Provincial Sales Tax

NOTE: Lowest of three (3) tenders received for each. Funds provided in Stock Inventory Account No. CH56197 60999.

Minutes

Supply and Delivery
of Sand, Treated and
Untreated and Sodium
Chloride during the
Winter Season 1989-1990

Sale of a Road Allowance on Brenda Street

The Committee approved the following recommendation of the Director of Property respecting the Sale of a Road Allowance on Brenda Street:

- (a) That an Offer to Purchase executed by H. Steinnagel of Steinnagel Construction Limited on August 11, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell the road allowance of Brenda Street, east limit, east of Eleanor Avenue, be approved and completed.

NOTE: The subject parcel contains 307.84 square metres (3,313.67 square feet) and is shown as Parts 1 and 4 on Plan 62R-10213 Surveys. The purchase price of \$28 000 is to be credited to Account No. RF45001 25202. A certified deposit cheque in the amount of \$2 800 is being held by the City Treasurer pending approval of this transaction.

- (b) That an Offer to Purchase executed by Louis Serafini on behalf of Bar-Brock Enterprises Ltd. on July 27, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell the road allowance of Brenda Street, east limit, east of Eleanor Avenue, be approved and completed.

NOTE: The subject parcel contains 307.59 square metres (3,310.98 square feet) shown as Parts 2 and 3 on Plan 62R-10213 Surveys. The purchase price of \$28 000 is to be credited to Account No. RF45001 25202. A certified deposit cheque in the amount of \$2 800 is being held by the City Treasurer pending approval of this transaction.

Settlement of an Expropriation on Greenhill Avenue with Sunshine Construction Inc.

The Committee approved the following recommendation of the Director of Property with respect to the Settlement of an Expropriation on Greenhill Avenue with Sunshine Construction Inc. and DiCenzo Construction Company Limited:

That an Agreement by Owner to Accept Compensation executed by Mr. Anthony DiCenzo on behalf of DiCenzo Construction Company Limited and Frank Husack, President of Sunshine Construction Inc. for full and final settlement of compensation for all interests in the real property known as part of 12 Centennial Parkway South as shown on Expropriation Plan No. 223432 L.T. registered on May 6, 1989, be approved and completed.

NOTE: The subject property is shown as Parts 1 and 2 on Expropriation Plan 223432 L.T. containing 656.65 square metres (7,068.35 square feet). The total settlement of \$1 is to be charged to Account No. RF53003 25202. The \$5 000 to be paid by the former owners to the City on closing of this expropriation is to be credited to Account No. RF53003 25202.

Sale of the Closed Southerly Portion of Rupert Court Extension

The Committee approved the following recommendation of the Director of Property with respect to the Sale of the Closed Southerly Portion of Rupert Court Extension:

That an Offer to Purchase executed by Los Andes of Hamilton Cooperative Inc. on August 18, 1989 and scheduled for closing 60 days after the enactment of a by-law to stop-up, close and sell a portion of Rupert Court be approved and completed.

NOTE: The subject parcel contains 2,071.5 square metres (22,298.17 square feet) and is shown as Parts 1,2,3 and 6 on Plan 62R-10430. The purchase price of \$1 is to be credited to Account No. RF 45001 25202 - Reserve for Property Purchases.

The Committee approved the following recommendation of the Acting City Solicitor respecting a Discharge of Garbage Collection Agreement with 714705 Ontario Incorporated, 408 Cumberland Avenue:

That the Mayor and City Clerk be authorized to execute a discharge of the Garbage Collection Agreement between The Corporation of the City of Hamilton and 714705 Ontario Incorporated for the collection of garbage at 408 Cumberland Avenue.

Discharge of Garbage
Collection Agreement
with 714705 Ontario Inc.
408 Cumberland Avenue

The Committee approved the following recommendation of the Commissioner of Engineering with respect to Rondar Decontamination of PCB's for Slater Steel:

Rondar Decontamination
of PCB's for Slater
Steel

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

- (a) The City of Hamilton has no objection to Rondar Inc. carrying out PCB decontamination of 5 620 litres of PCB contaminated transformer oil at Slater Steel's 344 Sherman Avenue North facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
- (b) No specific City of Hamilton or Regional permits are required for the work proposed for Rondar Inc.;
- (c) If provision has not been made by the MOE to advise the Imperial Street residents, east of Sherman Avenue, of the proposed work to be carried out at 344 Sherman Avenue, Rondar will carry out the necessary notification of area residents; and
- (d) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as schedule.

The Committee approved the following recommendation of the Commissioner of Engineering with respect to Additional Cost Sharing for the Gilkson Village Subdivision Agreement:

Additional Cost Sharing
for Gilkson Village
Subdivision Agreement

- (a) That the City's share of the cost of curbs, sidewalks and final roads for "Gilkson Village" be increased by \$1 400 to \$11 221.96; and
- (b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

Plan of Subdivision
for Eastgate Heights

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Plan of Subdivision for Eastgate Heights, Hamilton located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood:

- (a) That the submitted schedules for the estimated cost of services in "Eastgate Heights", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Centennial Parkway and south of Barton Street East in the Kentley Neighbourhood. The total estimated cost of services for this development is \$362 280.56.
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the owner, Landmart Building Corp.
- (c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at own risk, provided that he enters into a Standard Agreement for Pre-servicing.
- (e) That the City's share of the cost of services for the development (\$173 460.19) be approved, and that the Co-ordinating Committee recommend the source of funding for this project.
- (f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to:
 - i. incorporate the 0.305 m reserve, Lot 101, on Plan 62M-163, into the Fairington Crescent road allowance after the Plan of Subdivision for "Eastgate Heights" has been registered,
 - ii. establish Part 1, Plan 62R-8672 as part of the Fairington Crescent road allowance with the exception of 0.3 metre reserves to be retained by the City along the westerly and easterly limits of the said Part 1, after the plan of subdivision for "Eastgate Heights" has been registered.

Ryckman's Neighbourhood
Plan, Tabled

With respect to an item dealing with the Implementation of the Approved Ryckman's Neighbourhood Plan, it was moved by Alderman Ross seconded by Mayor Morrow that this item be tabled and that the developer be invited to the next meeting in order to discuss this matter. Carried.

NOTE: Alderman Merling declared a possible conflict of interest and left the room prior to any discussion relative to this matter.

The Committee approved the following recommendation of the Commissioner of Engineering with respect to the proposed reconstruction of the sidewalk on North side of Lawrence Road from Huxley Avenue to Approximately 300 m Easterly:

- (a) That the Commissioner of Engineering be authorized and directed to reconstruct the sidewalk on the north side of Lawrence Road from Huxley Avenue to approximately 300 m easterly at an estimated cost of \$30 000.
- (b) That the Co-ordinating Committee recommend a source of funding for the work.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Temporary Street Closure at Alpine Avenue from Belwood Street to the West End:

That the action of the Commissioner of Engineering in authorizing the application of Andrew Asselin on behalf of the Alpine Avenue community Residents to temporarily close Alpine Avenue from Belwood Street to the west end from 2:00 p.m. to 12:00 a.m. on Saturday, August 26, 1989 to hold a street picnic, subject to the following conditions:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police; Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested;
- (g) That all property owners and tenants along the closed portion be notified by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Proposed Reconstruction of the sidewalk on North side of Lawrence Road from Huxley Avenue to approximately 300 m Easterly

Temporary Street Closure at Alpine Avenue from Belwood Street to the West End

Temporary Street
Closure of Walnut
Street from King Street
East to Main Street
East

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Temporary Street Closure of Walnut Street from King Street East to Main Street East:

That the application of M. Pocius on behalf of the International Village B.I.A. to temporarily close Walnut Street from King Street East to Main Street East on Saturday, September 16, 1989 from 9:00 a.m. to 5:00 p.m. to hold a Street Festival be approved during the pleasure of City Council provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;
- (f) That no property owner or resident within the barricaded area be denied access to their property if requested;
- (g) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Inadvertent Encroach-
ment Agreements

The Committee approved the following applications for Inadvertent Encroachment Agreements based on the recommendations of the Commissioner of Engineering:

253 Brucedale Avenue

- (a) 253 Brucedale Avenue, Hamilton - Date of report, August 28, 1989, File No. T103-50 (735)

69 Florence Avenue

- (b) 69 Florence Avenue, Hamilton - Date of report, August 28, 1989, File No. T103-50 (73)

25 Brant Street

- (c) 25 Brant Street, Hamilton - Date of report, August 28, 1989, File No. T103-50 (730)

42 Britannia Avenue

- (d) 42 Britannia Avenue, Hamilton - Date of report, August 28, 1989, File No. T103-50 (721)

- (e) 173 Markland Street and 171 Markland Street (Discharge) - Date of report, August 23, 1989, File No. T103-50 (781)

173 Markland Street
& 171 Markland Street
(Discharge)

The Committee approved the following recommendation of the Commissioner of Engineering with respect to an Encroachment Agreement at 308 Catherine Street North:

Encroachment Agreement
- 308 Catherine Street
North

That the application of Mr. T. Garman, Solicitor, on behalf of the present owner of 253 Brucedale Avenue to retain the inadvertent encroachment consisting of wooden steps measuring 0.50m x 1.22m be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

The Committee approved the following recommendation of the Commissioner of Engineering with respect to an Encroachment Agreement at 425 Melvin Avenue:

Encroachment Agreement
- 425 Melvin Avenue

That the application of William Kosar, Solicitor, on behalf of the present owner of 69 Florence Avenue to retain the inadvertent encroachment consisting of concrete porch and steps measuring 0.25m (.83') x 3.28m (10.75') x 0.34m (1.13') be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That a first year fee of \$125 and subsequent annual fee of \$20 be set for this privilege.
- (c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

An item respecting a Banner Display Application for Royal Trust was tabled to the next meeting with the understanding that staff was to come back to the Committee with a report on the policy dealing with Banner Displays:

Banner Display Application - Royal Trust
Tabled

Banner Display Application - Hope International Development Agency

The Committee approved the following recommendation of the Commissioner of Engineering with respect to a Banner Display Application for Hope International Development Agency:

That Hope International Development Agency be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, October 8, 1990 to Monday October 15, 1990 with the following message:

Trees of Hope - A Walkathon to Provide Trees for
Those who need them most" October 13, 1990 574-2416

Banner Display Application - Ontario Society of Medical Technologists

The Committee approved the following recommendation of the Commissioner of Engineering with respect to a Banner Display Application for the Ontario Society of Medical Technologists:

That the Ontario Society of Medical Technologists be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, September 17, 1990 to Monday, September 24, 1990, with the following message:

Ontario Society of Medical Technologists' Convention/
A New Decade of Distinction

Intersection Control

The Committee approved the following recommendations of the Director of Traffic Services with respect to Intersection Control:

- (a) That three-way stop control be implemented at the intersection of Crerar Drive and Pescara Avenue; and
- (b) That eastbound traffic on Sirente Drive be required to stop for northbound and southbound traffic on Crerar Drive; and
- (c) That a stop sign be erected to control westbound traffic on Janet Court at Kenora Avenue; and
- (d) That northbound traffic on Cloverdale Avenue be required to stop for eastbound and westbound traffic on Dunkirk Drive; and
- (e) That three-way stop control be implemented at the intersection of Brigade Drive and Emperor Avenue; and
- (f) That a stop sign be erected to control westbound traffic on Delancey Boulevard at Brigade Drive; and
- (g) That City Traffic By-law 89-72 be amended accordingly.

Southside of Parkview Drive between Bond and Uplands - Parking Regulations - No Action

The Committee was in receipt of a For Information item dealing with the southside of Parkview Drive between Bond and Uplands - Parking Regulations. The Committee took no action with respect to this item.

The Committee approved the following recommendations of the Director of Traffic Services with respect to Parking Regulations:

Parking Regulations

- (a) That parking be permitted on the west side of Mount Albion Road between Kingswood Drive and a point 165 feet south of Glencastle Drive between the hours of 6:00 p.m. and 2:00 a.m. each day; and
- (b) That parking be prohibited on the east side of Turner Avenue between Aberdeen Avenue and the south end; and
- (c) That a "Three Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be permitted on the west side and full-time parking prohibition be implemented on the east side of Birmingham Street between the C.N.R. Railway Tracks and Burlington Street, in place of the existing "Alternate Side Parking" regulation; and
- (d) That a permit parking regulation be implemented on the north side of Kelly Street commencing at a point 98 feet east of Cathcart Street and extending to a point 44 feet easterly therefrom; and
- (e) That parking be prohibited on the south side of Vineyard Road between Centennial Parkway and Gainsborough Road;
- (f) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on north and east sides of Cromwell Crescent between Owen Place and Greenford Drive; and
- (g) That a parking prohibition be implemented on the west side of the east leg of Leggett Crescent from Limeridge Road East to a point 124 feet southerly therefrom; and
- (h) That a "No Parking" regulation be implemented on the west side of Magill Street commencing at a point 372 feet south of Barton Street West and extending to a point 20 feet southerly therefrom; and
- (i) That a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days, be implemented on the east side of MacNab Street North between Barton Street East and Colbourne Street; and
- (j) That a "No Parking, 8:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on the south side of Roxborough Avenue from Graham Street North to Houghton Avenue North; and
- (k) That City Traffic By-law 89-72 be amended accordingly.

An item respecting a request for a school traffic officer at the Intersection of Roxborough Avenue Graham Street North, was tabled at the request of Alderman Christopherson to the next meeting of the Transport and Environment Committee so that a delegation might attend.

School Traffic Officer
- Intersection of Rox-
borough Avenue and
Graham Street North
Tabled

Removal of a Reserved Handicapped Parking Space at 196 Province Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting the Removal of a Reserved Handicapped Parking Space at 196 Province Street North:

- (a) That the existing "Permit Parking" regulation on the east side of Province Street North, commencing at a point 90 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom be removed; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Request for a Reserved Parking Space for a Handicapped Resident at 430 Dundurn Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved parking space for a handicapped resident at 430 Dundurn Street South:

- (a) That a "Permit Parking" regulation be implemented on the west side of Dundurn Street South, commencing at a point 66 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. William Oncea, 430 Dundurn Street South; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Removal of a Reserved Parking Space for a Handicapped resident at 21 Roseland Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of a reserved parking space for a handicapped resident at 21 Roseland Avenue:

- (a) That the existing permit parking regulation on the north side of Roseland Avenue commencing 32 feet from the east end to a point 22 westerly therefrom be removed; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Application for a Commercial Boulevard Parking Agreement at 94 Park Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Commercial Boulevard Parking Agreement at 94 Park Street North:

That the application by 566055 Ontario Inc. to lease portions of the boulevards of Park Street North and Vine Street adjacent to No. 94 Park Street North be approved, provided that;

- (a) the owner pays the annual fee of \$125 in accordance with the fee structure approved by the City Council on 1986 March 25, plus taxes, if any, in addition to the \$10 annual encroachment insurance charge approved by City Council on 1984 February 14.
- (b) the owner pays a one-time \$150 processing fee, as approved by the City Council on 1988 January 12.
- (c) the owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.

- (d) the owner complies with the requirements as set out in the policy approved by the City Council 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (e) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (g) the existing residential boulevard parking agreement, registered as instrument No. 426845 C.D., be discharged at the property owner's expense.

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearance at Crockett Street at East 33rd Street:

- (a) That stopping be prohibited on the north side of Crockett Street between East 33rd Street and a point 55 feet easterly therefrom; and
- (b) That stopping be prohibited on the south side of Crockett Street between East 33rd Street and a point 50 feet westerly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a Corner Clearances at Glenfern Avenue west of Queen Street South:

- (a) That "No Stopping" corner clearances be implemented on the north side of Glenfern Avenue commencing at Queen Street South and extending to a point 65 feet westerly therefrom and on the south side from Queen Street South to a point 63 feet westerly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a Bus Stop Relocation at Hunter Street East at Walnut Street:

- (a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:
 - Delaware Route - westbound - delete - Hunter Street East at Walnut Street (F/S)
 - add - Hunter Street East, west of Walnut Street (M/B)
- (b) That City Traffic By-law 89-72 be amended accordingly.

Corner Clearance at
Crockett Street at
East 33rd Street

Corner Clearance at
Glenfern Avenue West
of Queen Street South

Bus Stop Relocation at
Hunter Street East at
Walnut Street

Semi-Annual Renewal of
Reserved Parking Permits

The Committee approved the following recommendation of the Director of Traffic Services respecting the Semi-Annual Renewal of Reserved Parking Permits:

That the City Traffic By-law 89-72 be amended to eliminate the option for permit holders to renew their permits on a six-month basis, such that annual renewal only is required.

School Crossing Guard
- Limeridge and Skylark
Drive and Limeridge
and Flamingo Drive

With respect to an added item dealing with School Crossing Guard Surveys at Limeridge and Skylark Drive and Limeridge and Flamingo Drive, the Committee approved:

That, in accordance with the recommendation of the Regional Police Department, a School Traffic Officer be assigned to the intersection of Limeridge Road East and Skylark Drive.

Emergency Communications
System - Referred to
the Co-ordinating
Committee

With respect to a joint recommendation of the Regional C.A.O. and City C.A.O. dealing with an Emergency Communications System, it was moved by Alderman Ross seconded by Alderman Drury that this matter be referred to the Co-ordinating Committee with the request that the Co-ordinating Committee convene a meeting with all appropriate department heads to determine the need and costs for a Emergency Communications Systems for now and some time into the future. Carried.

Delegations

At three o'clock p.m., the Committee interrupted the regular agenda to hear delegations appearing before the Transport and Environment Committee.

Restrictions on Parking
on South East Side of
David Street

Mrs. Maryanne Lee of 194 Southbend Road East, Mr. Milton Strong of 144 David Avenue and Mr. Bailey of 143 David Avenue appeared before the Committee with regards to an item dealing with restrictions on parking on south east side of David Street.

Mrs. Maryann Lee advised the Committee that she was opposed to the restricted parking in the area from her driveway to the end of her property at 194 Southben Road East. Mr. Milton Strong of 144 David Avenue and Mr. Bailey of 143 David Avenue were in favour of maintaining the parking restriction in this area.

After considerable discussion it was moved by Alderman Cooke seconded by Alderman Ross that no action be taken with respect to removing the parking restriction on the south east side of David Street. Carried.

Driveway dispute at
No.'s 36 and 40 Solomon
Crescent

With respect to a driveway dispute at No.'s 36 and 40 Solomon Crescent, Mr. and Mrs. Horne of 40 Solomon Crescent and Mr. Payne of 36 Solomon Crescent appeared before the Committee.

After considerable discussion it was moved by Alderman Smith seconded by Alderman Ross:

That the area of road allowance between the extension of the easterly garage line of 36 Solomon Crescent and the extension of the westerly property line of 40 Solomon Crescent, be divided down the middle for the purposes of driveway access for number 36 Solomon Crescent and landscaping (grass) for number 40 Solomon Crescent.

Alderman Hinkley appeared before the Committee with representatives of Fairleigh Crescent between Delaware and Cumberland Avenues, requesting that an exception be made to the Policy which allows residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton for the portion of Fairleigh Crescent between Delaware and Cumberland Avenues.

Residential Boulevard
Parking - Fairleigh
Crescent between Dela-
ware and Cumberland
Avenues

Mr. Dan Peace of 32 Fairleigh Crescent appeared before the Committee in favour of this exception while Mr. Ken Brignal of 68 Fairleigh appeared before the Committee in opposition to this exception indicating that he wanted to be able to maintain the right to install front yard parking if he so chose.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Agro that no exception be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton for the portion of Fairleigh Crescent between Delaware and Cumberland Avenues. Carried.

Alderman Hinkley appeared before the Committee with a delegation from Elm Street, requesting an exception be made to the policy allowing residential boulevard parking for one, two and three family dwellings throughout the City of Hamilton for Elm Street between Balsam Avenue and the easterly end.

Residential Boulevard
Parking - Elm Street
between Balsam Avenue
and the easterly end

Mr. Peter Dougay of 15 Elm Street requested an exception to this policy in an attempt to maintain the Streetscape and the Environment in this area. Mr. Richard Machastie of 12 Elm Street indicated that he had already applied for Boulevard Parking and was in favour of maintaining the current policy.

After considerable discussion it was moved by Alderman Drury seconded by Mayor Morrow that an exception be made to the policy which allows front yard parking in this area. This item was lost. Voting in favour of the motion were Mayor Morrow, Alderman Drury and Alderman Smith. Voting in opposition were Alderman Merling, Alderman Christopherson, Alderman Cooke, Alderman Agostino and Alderman Agro.

With respect to an item dealing with the south leg of King Street between James and John Streets, Mr. James A. Scarfone, Solicitor on behalf of the businesses on the south leg of King Street appeared before the Committee along with Alderman Agro requesting a change in the traffic patterns in this area as well as the implementation of limited parking.

South Leg of King
Street between James
and John Streets -
Planning and Developmen
investigating the feas-
ibility of opening the
south leg of King
Street between James
and John Streets

Mr. Scarfone stated that the pedestrian mall philosophy had not worked as well as predicted and that it might be time to try something different in this area in order to encourage more pedestrian traffic.

After considerable discussion it was moved by Alderman Agro seconded by Mayor Morrow that the Transport and Environment Committee request the Planning and Development Committee to investigate the feasibility of opening the south leg of King Street between James and John Streets, to traffic and to install short term parking in this area. Carried.

NOTE: It was understood that all appropriate agencies should be advised of the meeting at which Planning and Development Committee would deal with this so that all the necessary input would be available.

The Committee returned
to the Regular Agenda

There being no additional delegations, the Committee returned to the regular agenda.

Large Trucks damaging
Hydro Lines - Tabled

An item respecting large trucks damaging residential hydro lines was tabled to the next meeting of the Transport and Environment Committee.

Garbage Pick up at
restaurant, fast food
stores and other food
handling operations
- Tabled

An item respecting garbage pick up at restaurant, fast food stores and other food handling operations was tabled to the next meeting of the Transport and Environment Committee.

Reduced speed limits in
school areas - tabled

An item respecting reduced speed limits in school areas was tabled to the next meeting of the Transport and Environment Committee.

Bills

The following Bills were introduced:

- (a) By-law to Incorporate Block 44, Plan 62M-560 into Independence Drive
- (b) By-law to Incorporate parts of Block 146, Plan 62M-502, Block 124, Plan 62M-516 and Block 147, Plan 62M-502 into Brigade Drive
- (c) By-law to Incorporate Block 43, Plan 62M-560 into Independence Drive
- (d) By-law to Incorporate Part 1, Plan 62R-10237 and Parts 1, 2, 3, and 4, Plan 62R-9574 into Eaglewood Drive
- (e) By-law to Incorporate Part 1, Plan 62R-10245 into Rushdale Drive
- (f) By-law to Incorporate Block 123, Plan 62M-516 into Brigade Drive
- (g) By-law to Incorporate Block 26, Plan 62M-539 into Ironwood Crescent
- (h) By-law to Incorporate Block 118, Plan 62M-589 into Dragoon Drive
- (i) By-law to Amend By-law No. 71-315 respecting Land located at Municipal No. 10 John Street South
- (j) By-law to Amend By-law 89-72 to Regulate Traffic
- (k) By-law to Amend By-law 89-72 to Regulate Traffic

Adjournment

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 September 22
COMM FILE:
DEPT FILE: T17-11-89

SUBJECT: SUPPLY AND DELIVERY OF ADJUSTABLE FACE TRAFFIC AND PEDESTRIAN SIGNAL
HEADS, TRAFFIC DEPARTMENT

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Adjustable Face Traffic and Pedestrian Signal Heads, Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as follows:

1. Fortran, Scarborough

Approximately 50 Adjustable Face
Non-Ferrous Pedestrian Signal Heads

\$190.00 each

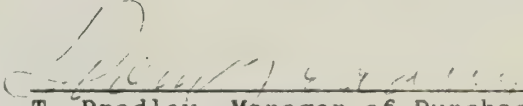
2. Econolite, Scarborough

Approximately 50 Adjustable Face
Polycarbonate Traffic Signal Heads

230.00 each

Provincial sales tax extra at 8%

NOTE: 1. Lowest of two (2) tenders received
2. Lowest of three (3) tenders received
Funds provided in Signals Material Account #CH56152 75999


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

	<u>Pedestrian Signal Heads</u>	<u>Traffic Signal Heads</u>
Fortran, Scarborough	\$275.00	\$190.00
Econolite, Scarborough	230.00	225.00
Tacel Ltd., Toronto	274.00	No Bid

Provincial sales tax extra at 8%

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 September 22
COMM FILE:
DEPT FILE: 34.25.1
(4509)

SUBJECT: Expropriation of Land required
for the extension of Forbes Avenue
- Blossom Estates Subdivision

RECOMMENDATION:

- (a) That the Director of Property be authorized to negotiate with the following owners for acquisition of a portion of their lands required for the extension of Forbes Avenue in the Blossom Estates Subdivision, in order to implement the approved Kernighan Neighbourhood Plan. The necessary expenditures are to be charged to Account CH 5X003 00102.

Roman Catholic Separate School Board
90 Mulberry Street

Part 2, Plan 62R-10161

Ms. Stefana Russo
Ms. Paola Pasinato
201 Stone Church Road West

Part 3, Plan 62R-10161

Mr. & Mrs. Janko Vranesevich
347 Queen Victoria Drive

Part 4, Plan 62R-10161

Berardo DiVincenzo
Luigi DiVincenzo
Frank Testa
c/o Mr. Nick Zaffiro
Agro, Zaffiro, Parente,
Orzel & Baker
100 Main Street East

Part 5, Plan 62R-10161

- (b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before January 17, 1990, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to Account CH 5X003 00102.


D. W. Vyce

FINANCIAL IMPLICATIONS:

The cost to acquire the required lands will be recovered through 1 foot Reserves.

BACKGROUND:

The owners of the proposed subdivision Piano/Citino, have been unsuccessful in their attempts to acquire the required lands and they have requested municipal involvement so the development of the single family lots can proceed in an orderly manner and not be unduly delayed.

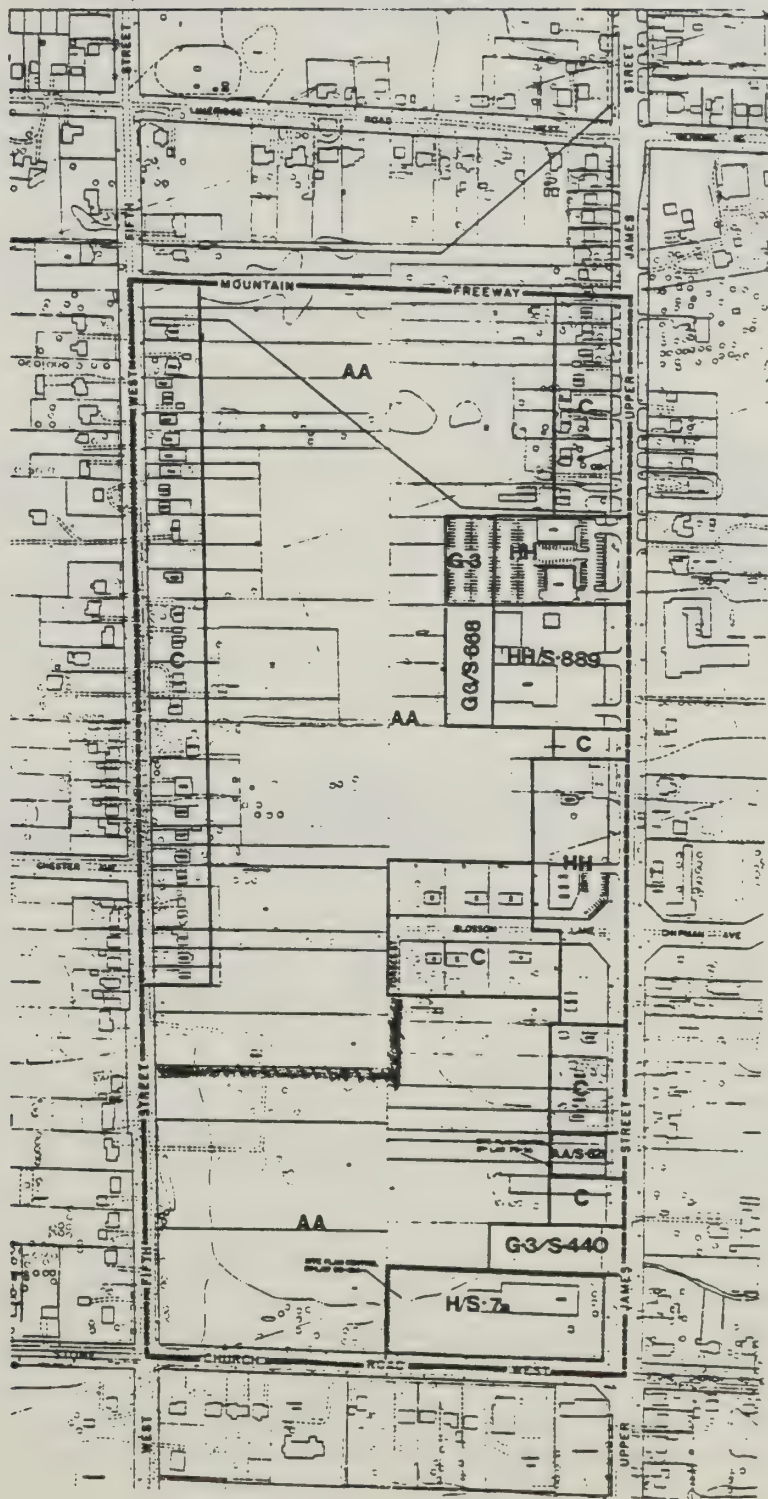
Attach.

c.c. Mr. P.R.A. Hooker, Acting City Solicitor

Mr. E. C. Matthews, City Treasurer

Mr. G. S. Spencer, Regional Commissioner of Engineering
Attention: Mr. B. Douglas, Acting Regional Surveyor

Attention: Mr. K. Brenner



Kernighan

REGIONAL ROAD #2152.
(M-44 of 8-77-78 - 487.266587 50)

11

REGISTERED PLAN. N° 427

PLAN OF SURVEY
SECTION
PART OF LOT 5 AND 6 - MARGARET MACKAY SURVEY
REGISTERED PLAN N° 427
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - NEWTON TWP.
SC4 E - 1° - 50'
D 6 1/2 METER 0 15 1/2 METER

SURVEYOR'S CERTIFICATE

I CERTIFY THAT
THIS SURVEY WAS PLACED IN ACCORDANCE
WITH THE SURVEYORS ACT AND THE REGISTRY ACT AND
THE REGULATIONS MADE THEREUNDER.

THE SURVEY WAS COMPLETED ON THE 4TH DAY OF FEBRUARY, 1963

[illegible]

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANINGS OF THE PLANNING ACT. BECAUSE A 42.451/40.000 AC AND A 25.000 AC TO THE EASTERN LIMIT OF WEST MAIN STREET AS SHOWN ON PLAN 687. 8308 MARKING A BOUNDARY OF N/15° E/30° E

UPPER JAMES STREET

57362742 8045 38630

- ORIGINAL ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS 14 AND 15

SCHEDULE				
page	(0)	LOCATION	INSTRUMENT	AGE
1	5			808 M/T
2	6	46518740	819542M.	1984 8071
3	2	46518740	83301548	810 8177
4	3	46518740	88147.48	810 8071
5	5	46518740	45063540	8118 8071

PLAN 62R-10161
RECEIVED AND ORIGINATED
DATE 1989 08 24
BY *Don Williams BP*
SALES REGISTRATION AND THE 1989
DIVISION OF MOTORVEHICLE
SALES AND REGISTRATION ACT
A FURTHER THIS PLAN MAY BE DISCONTINUED
DATE 1989 08 24
BY *Don Williams*
APPROVED FOR
APPROVED FOR

4.

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: SEPTEMBER 22, 1989
COMM FILE:
DEPT FILE: E308-02C

SUBJECT

Sanexen International Decontamination of Low Level PCBs for
Hamilton Hydro

RECOMMENDATIONS

- a) That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:
- i) The City of Hamilton has no objection to Sanexen International Inc. carrying out PCB decontamination of 10,000 litres of PCB contaminated transformer oil at Hamilton Hydro's 416 Aberdeen Avenue facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
 - ii) If provision has not been made by the MOE to advise the area residents of the proposed work to be carried out at 416 Aberdeen Avenue, Sanexen International Inc. will carry out the necessary notification of area residents; and,
 - iii) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

Cont'd...

Sanexen International Decontamination of Low Level
PCBs for Hamilton Hydro

Cont'd...

RECOMMENDATIONS (Cont'd)

- b) That Sanexen International Inc. be permitted to park the two PCB Decontamination Trailers in the alley between Homewood Avenue and Aberdeen Avenue from Dundurn Street to 150 feet easterly.
- c) That the City of Hamilton Traffic Department be requested to provide appropriate traffic control standards for this project.

Ted Gill

for G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

Hamilton Hydro, in an effort to improve the environment, has hired Sanexen International Inc. to carry out on-site PCB decontamination at its Substation located at 416 Aberdeen Avenue in Hamilton.

Sanexen International Inc. has made application to the MOE for site approval to carry out the PCB decontamination. The application by Sanexen International to the MOE covers the destruction of 10,000 litres of PCB contaminated oil contained in two transformers. The transformer oil contains less than 29 parts per million (ppm) of PCBs.

Sanexen International and the PCB destruction technology used by this company has been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPU) which is connected directly to the transformer. The oil is circulated through the process until it contains a non-detectable level of PCBs (less than 2ppm). Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB waste.

Cont'd...

-page 3-
September 22, 1989

Sanexen International Decontamination of Low Level
PCBs for Hamilton-Hydro

Cont'd...

BACKGROUND (Cont'd)

The byproduct of the Sanexen process, which consists of spent reagent, centrifuge discharge and spent Fullers Earth, will be delivered for final processing and disposal to a MOE licensed facility, namely Environmental Management Corporation of London, Ontario.

The work proposed by Sanexen International is fully detailed in its site application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

The Aberdeen site is too small to accomodate the PCB Decontamination Trailers and in order for the work to be carried out, requires that portions of the adjacent alley way be used for parking of the PCB Decontamination Trailers. This was previously permitted for work which Sanexen did for Hamilton Hydro at this location in September 1988.

The 416 Aberdeen Avenue Site is adjacent to several residential properties. Area residents should be notified of the proposed work by the MOE or Sanexen International.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work, once the Certificate of Approval has been issued to Sanexen International Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

Sanexen International officials will schedule the work to be carried out a period of 14 consecutive days once MOE approval is granted.

EG/md

F O R A C T I O N

5.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: September 22, 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23 (6)
ID#nancy

SUBJECT:

Temporary Steet Closures - Annual Santa Claus Parade.

RECOMMENDATION

That the closure of Catherine Street South from Main Street East to King Steet East from 9:45 a.m. to 12:00 noon on Saturday, November 18, 1989, in order that the Hamilton Santa Claus Parade Committee may hold a Santa Claus Parade be approved during the pleasure of City provided:

- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

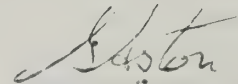
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-Page 2-

TEMPORARY STREET CLOSURE

Cont'd...

- e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event.
- f) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- g) That all property owners and tenants along the closed portion of the route be notified of the parade by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Ed Cummings, agent on behalf of the Hamilton Santa Claus Parade Committee, to hold a Santa Claus Parade on Saturday, November 2, 1989 from 9:45 a.m. to 12:00 noon.

Catharine Street South from Main Street East to King Street East will be closed along with the following Regional Roads:

York Boulevard from Bay Street West to Queen Street West, Queen Street North from York Boulevard to Main Street West, Main Street West from Queen Street West to Catherine Street East, King Street East from Catherine Street East to Bay Street West, Bay Street West from King Street West to York Boulevard.


/JKC:nq

cc: Staff Sgt. W. Martin, Regional Police Department
J. G. Pavelka, Director of Public Works
M. F. Main, Director of Traffic Services

N0018

CONDITIONS

- 1 BARRICADING, SIGNING AND TRAFFIC CONTROL ARE SUBJECT TO THE DIRECTION OF THE POLICE.
- 2 ALL EXPENSES ASSOCIATED WITH BARRICADING ETC. ARE THE RESPONSIBILITY OF THE ORGANIZING GROUP.
- 3 THE ORGANIZING GROUP WILL BE RESPONSIBLE FOR CLEAN UP OR EXPENSE OF CLEAN UP.
- 4 PROOF OF PUBLIC LIABILITY INSURANCE IN THE AMOUNT OF \$1,000,000.00 MUST BE PRESENTED TO THE COMMISSIONER OF ENGINEERING, REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH, 71 MAIN ST. W. HAMILTON, ONT. L8N 3T4 526-4279
- 5 PARADES, PROCESSIONS ETC. ARE SUBJECT TO INTERRUPTION TO PERMIT PASSAGE OF VEHICLES WHEN REQUIRED FOR THE PROPER AND ORDERLY CONTROL OF TRAFFIC.
- 6 APPLICATIONS MUST BE SUBMITTED A MINIMUM OF ONE MONTH PRIOR TO THE EVENT.

ORGANIZATION HAMILTON SANTA CLAUS PARADE COMMITTEE			
AGENT ED. CUMMINGS		AGENT'S ADDRESS P.O. BOX #6087, STN. "F" HAMILTON #1314 UPPER WENTWORTH ST. HAMILTON L9C 5S2	
TELEPHONE(RES) 575-3792	TELEPHONE(BUS) 388-6014	DATE SEPT. 6/89	SIGNATURE 

TYPE OF FUNCTION PARADE	NUMBER OF BANDS 20	NUMBER OF PARTICIPANTS 1800	NUMBER OF VEHICLES 60	OTHERS (HORSES ETC.) 45
FUNCTION TO COMMENCE LOCATION QUEEN & MAIN STS.	DATE NOV. 18/89		TIME 9.45 A.M.	
FUNCTION TO TERMINATE LOCATION				

ROUTE

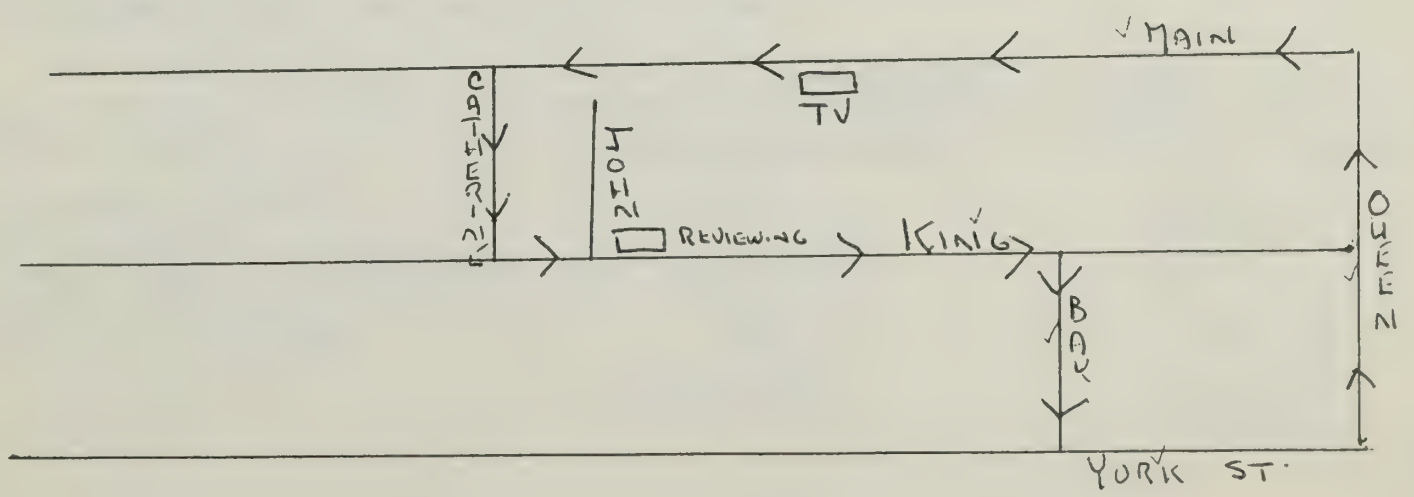
PARADE WILL BE MARSHALLED ON YORK ST. AT QUEEN ST. PROCEED SOUTH ON QUEEN, EAST ON MAIN ST TO CATHERINE, NORTH ON CATHERINE TO KING ST., WEST ON KING ST TO BAY ST., NORTH ON BAY TO YORK FOR DISPERSAL

LIVE TV COVERAGE AT HAMILTON PLACE ON MAIN ST. REVIEWING STAND ON KING ST AT JOHN ST.

INSURANCE TO BE HELD COVERED BY THE CITY OF HAMILTON.

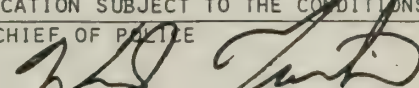
MARCH PAST INCLUDED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	LOCATION OF SALUTING BASE NIL	CENOTAPH SERVICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	APPROXIMATE DURATION OF SERVICE NIL
--	----------------------------------	---	--

MAP



DATE NOTIFIED	REGIONAL ENGINEERING	HAMILTON STREET RAILWAY	DUTY INSPECTOR	COMMUNICATIONS
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A PERMIT IS HEREBY GRANTED FOR THE ABOVE APPLICATION SUBJECT TO THE CONDITIONS AS OUTLINED

COMMISSIONER OF ENGINEERING	DATE	CHIEF OF POLICE	DATE
			8 Sept 89

6.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: Sept. 19, 1989
COMM FILE:
DEPT FILE: S707-49
ID # nancy

SUBJECT:

Additional Cost Sharing - "Gurnett Estates - Phase 3",
Subdivision Agreement, Hamilton

RECOMMENDATION

- a) That the City's share of the cost of catchbasins, curbs, sidewalks and final roads for "Gurnett Estates - Phase 3" be increased by \$7,250.00 to \$72,018.04; and,
- b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

Ted Gill

for G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved based on the Engineer's Estimated Amounts</u>	<u>Final Amounts Required, based on Tender Prices</u>
Sidewalks & Curbs	\$13,440.00	\$19,940.00
Final Roads	\$44,226.56	\$44,226.56
Catch basins & connections	\$3,325.28	\$4,075.28
Street Lighting	\$3,373.00	\$3,373.00
Dead End Barricades	\$403.20	\$403.20
Total	\$64,768.04	\$72,018.04

Cont'd

-Page 2-
August 23, 1989

Additional Cost Sharing - "Gilkson Village",
Subdivision Agreement, Hamilton

Cont'd

BACKGROUND

Item 26 of the tenth report of the Transport and Environment Committee, as adopted by City Council on April 29, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owner of the lands. The present owner of these lands is Gurnland Development Inc.

For the Committee's information, the additional funds are required for payment of the City's share of construction based on the successful contractor's unit prices.

177 TGE:nq

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Co-ordinating Committee

7.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 20 September 1989
COMM FILE: 3-11.2
DEPT FILE: RHW-89-49 (BR)
ID#edith

SUBJECT:

Request for Additional Funds,
Mountain Park Avenue Bridge Reconstruction

RECOMMENDATIONS

- a) That an amount of \$30,000 be approved for additional work for the reconstruction of the Mountain Park Avenue Bridge over the Sherman Cut.
- b) That the Co-ordinating Committee recommend the method of financing the additional cost.

Ted Gail

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above Recommendations.

BACKGROUND

The 1989 Current Budget includes an amount of \$170,000 for Annual Bridge Maintenance, of which \$4,000 has been expended.

The amount originally appropriated for this project was \$179,300.00. An additional \$14,000 was approved on August 29, 1989 (Item 14 of the 14th Report of Your Committee), which was based on the tender prices contained in the low bid.

**Request for Additional Funds,
Mountain Park Avenue Bridge Reconstruction**

BACKGROUND (cont'd)

During the reconstruction when the bridge deck was removed, the existing abutment walls were found to be badly deteriorated and must be rebuilt. The estimate of cost, including an allowance for overhead, to remove the existing abutment walls and reconstruct with concrete and reinforcing steel is \$30,000.

RPM:er

cc: J. Schatz, Secretary
Co-ordinating Committee
City Clerk's Department

cc: E. C. Matthews, City Treasurer
Attn: B. Hotrum

cc: D.Y. Onishi, Director
Engineering Service
Attn: J. Hudoba

8.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: September 20, 1989
COMM FILE: 3-11.9.1
DEPT FILE: T103-23(5)
ID#edith

SUBJECT:

King William Street - Wellington Street to Ferguson Avenue
Temporary Street Closure - Ribbon Cutting Ceremony
Monday, October 2, 1989 from 2:30 p.m. to 4:00 p.m.

RECOMMENDATION

That the action of the Commissioner of Engineering in consenting to the application of Craig Rosalt on behalf of the Amity/Goodwill Industries to close King William Street, between Wellington Street and Ferguson Avenue, from 2:30 p.m. to 4:00 p.m. on Monday, October 2, 1989, in order that The Amity Goodwill Industries may hold a ribbon cutting ceremony.

That the closure be approved during the pleasure of City Council provided:

- a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

Cont'd...

TEMPORARY STREET CLOSURE

Cont'd...

- d) That the applicant provide proof of \$1,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;
- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the ceremony by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Ted Gail
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Craig Rosalt agent on behalf of the Amity Goodwill Industries to hold a ceremony on Monday, October 2, 1989 from 2:30 p.m. to 4:00 p.m.

Due to the fact that the application was presented to this department with insufficient time to obtain prior Council approval, the Commissioner of Engineering authorized the approval of this request.

A petition has been circulated to area property owners and tenants, with no objections to the closure of King William between Wellington and Ferguson Avenue.

LJC
JKC:er

cc: Staff Sgt. W. Martin, Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M. F. Main, Director of Traffic Services

F O R A C T I O N

9.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: September 22, 1989
COMM FILE:
DEPT FILE: T103-41
ID# karen

SUBJECT:

Fencing of Public Walkway
50 Fiona Crescent

RECOMMENDATION

- a) That one-half of the cost of a board fence up to a maximum of \$800.00 being one-half the estimated cost of a 1.5m chain link fence, be reimbursed to Mr. G. W. Shaw, the owner of 50 Fiona Crescent, upon satisfactory erection of the fence and submission of the paid invoices.
- b) That the Co-ordinating Committee recommend the method of financing.

Ted Gill

for G. S. Spencer
Commissioner of Engineering

ORIGIN

We have been requested by Mr. G. W. Shaw, the owner of 50 Fiona Crescent, to share in the cost of the replacement of a board fence abutting a public walkway.

BACKGROUND

When 50 Fiona Crescent was created by plan of subdivision in 1973, the approved neighbourhood plan did not indicate a public walkway adjacent to the property. Subsequently, the neighbourhood plan was altered to provide for a public walkway. As the abutting lands were developed the walkway was constructed but no chain link fence was erected adjacent to 50 Fiona Crescent as a board fence had already been erected by the owner. That board fence has now been damaged and the owner would like to replace it.

Cont'd

-Page 2-
September 22, 1989

Fencing of Public Walkway
50 Fiona Crescent

Cont'd

EXISTING POLICY

The City's policy on sharing the cost of fences, adopted November 12, 1974, provides that the City shall pay a maximum of 50% of the cost of a five foot chain link fence for any fence constructed adjacent to City lands, such as parks, that are not "unoccupied" such as ravine lands, road allowances or alleyways.

The policy also provided that the City shall share in the cost of construction of a chain link fence but the owner is to be responsible for all maintenance if other than a chain link fence is constructed. The owner has indicated that he would like to erect a board fence for privacy reasons.

The City's policy is also to require that public walkways be fenced.

In this instance, a chain link fence would have been installed at no cost to the abutting owner had the owner previously removed the board fence or not erected it in the beginning.

FINANCIAL CONSIDERATIONS

The estimated cost to erect 162 feet of five-foot chain link fence is \$1600.00. The owner has indicated that the intends to construct a board fence; however, he will install the fence himself. The actual cost therefore may be less than the maximum permitted under the policy.

Sufficient funds are available in the account City's Share of Services Through Unsubdivided Lands from where the City's cost for fencing of walkways would normally be attributed.

GA:klv

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E.C. Matthews, City Treasurer, Att: B. Hotrum

ID lorie

10ca7

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

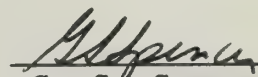
DATE: September 20,
COMM FILE:
DEPT FILE: S712-21
ID#0043D

SUBJECT:

To incorporate certain City lands into Queen Victoria Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 19, Plan 62R-6257 into Queen Victoria Drive.



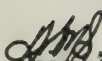
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Part 19, Plan 62R-6257 and it is necessary that this part be incorporated into Queen Victoria Drive to provide access to and from a recently registered subdivision abutting and to the east (commonly known as Loconder Gardens) registered as Plan 62M-572.


HMS:lj

ID lorie

10 (cb)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: September 20,
COMM FILE:
DEPT FILE: S712-21
ID#0043D

SUBJECT:

To incorporate certain City lands into Quaker Crescent.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 20, Plan 62R-6257 into Quaker Crescent.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Part 20, Plan 62R-6257 and it is necessary that this part be incorporated into Quaker Victoria Drive to provide access to and from a recently registered subdivision abutting and to the east (commonly known as Loconder Gardens) registered as Plan 62M-572.



HMS:lj

ID #L

10cc

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: September 14,
COMM FILE: 3-11.8
DEPT FILE: S702-38
ID#0043

SUBJECT:

To incorporate certain City owned 0.300 metre reserves into RoyalVista Drive and Rita Avenue

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 3, Plan 62R-9377, part of Part 2, Plan 62R-9377 fronting lots 17,18,19,20,21,22 and 23 on Plan 62M-605 and Part 2, Plan 62R-9553 fronting lots 17,24,25,26,27 and Block 28 on Plan 62M-605 into RoyalVista Drive and Rita Avenue respectively.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of all of Parts 2 and 3 on Plan 62R-9377 and Part 2 on Plan 62R-9553. At present, most of these 0.300 metre unincorporated reserves, block access between newly registered subdivision plan 62M-605 known also as Bentwood Place and abutting streets Rita Avenue and RoyalVista Drive.

RGD:lj

FOR ACTION

11 (a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1988 SEPTEMBER 18
COMM FILE:
DEPT FILE: T103-50(790)
ID #1627

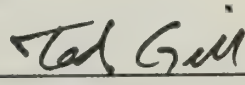
SUBJECT:

Inadvertent Encroachment Agreement
105 Aberdeen Avenue

RECOMMENDATION

That the application of Mr. John Nolan, Solicitor, on behalf of the present owner of 105 Aberdeen Avenue to retain the inadvertent encroachment consisting of Concrete Steps measuring 6.45ft x 8.00ft be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the city harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd

-Page 2-
September 22, 1989

Cont'd

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:lm

cc: L. Farr, City Solicitor's Department

11 (b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: 19 September 1989
COMM FILE: 3-11.5
DEPT FILE: T103-50(727)
ID#0043D

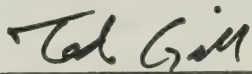
SUBJECT:

Inadvertent Encroachment Agreement
423 Cumberland Avenue, Hamilton

RECOMMENDATION

That the application of Mr. J. Ingrassia, Solicitor, on behalf of the present owner of 423 Cumberland Avenue to retain the inadvertent encroachment consisting of a frame garage measuring 4.5m (15') x 5.50m (18.34') and 7.2m (24') x 5.13m (17.1') and a frame dwelling measuring 0.08m (0.27') x 11.20m (37.32') x 0.04m (.13').

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-
September 19, 1989

Inadvertent Encroachment Agreement
423 Cumberland Avenue, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JJC/KWP:fd/klv

cc: L. Farr, City Solicitor's Dept.

F O R A C T I O N

11 (cc)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: Sept. 21, 1989
COMM FILE:
DEPT FILE: T103-50(733)
ID#nancy


SUBJECT:

Inadvertent Encroachment Agreement
35 Baker Street

RECOMMENDATION

That the application of Mr. N. White, Solicitor, on behalf of the present owner of 35 Baker Street to retain the inadvertent encroachment consisting of concrete porch steps measuring 11.2' (3.36m) X 3.46' (1.04m) be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor, and City Clerk, be authorized to sign and execute all necessary documents to implement this agreement.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd...

-page 2-

September 21, 1989

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type encroachment in the past.

JKC:nq

c.c. L. Farr, City Solicitor's Dept.

FOR INFORMATION

126a

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORTATION AND ENVIRONMENT COMMITTEE

REPORT FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: September 20, 1989
COMM FILE:
DEPT FILE: T103-37

SUBJECT

Policy for Banner Installation

Origin

The Committee at its last meeting requested the Engineering Department to submit a report outlining the policy and guidelines for banner installations.

BACKGROUND

The original intent of the banner policy was to allow only charitable, community or philanthropic organizations the opportunity to advertise for their specific events.

However, on January 13, 1987 City Council adopted Section #17 of the 1st report of the Transport and Environment Committee, deleting that intended policy and thereby opening the banner to all interested parties. (see attached)

On May 1, 1989, the Transport and Environment Committee approved a policy whereby first time applications are submitted to the Committee for approval and subsequent to that initial approval the Commissioner of Engineering will permit the banner to be hung upon request provided there is no change in the message content and that the requested date is available. (see attached)

JKC:lm

Ted Gill
for G.S. Spencer

G. S. Spencer
Commissioner of Engineering

May 1, 1989

JKC

ENG. PLAN	<i>[Signature]</i>	READ BY
ENG. OPER.		
ENG. SERV.		ANS. BY
REG. SURV.		FILED BY
ADMIN.		<i>[Signature]</i>

13.

That the Commissioner of Engineering be authorized to approve banner applications from organizations that have received Council approval previously, provided the banner and application are in accordance with the policy guidelines and specifications approved by Council.

FILE NO. 1103-37

LETTER NO.

DEPT. OF ENGINEERING

E		RECVD
ENV. SER.		READ BY
ENG. SER.		
TRANS. SER.	<i>[initials]</i>	AMS. BY
REG. SURV.		FILED BY
LAB		

(17) That reference to charitable, community or philanthropic undertakings or events be deleted from the conditions and requirements for banner installations across Main Street as originally approved by City Council on October 29, 1985 in adopting as Section 27 of the Eighteenth Report of the Transport and Environment Committee for 1985.

No Report.

SECTION# 17 of the 1ST REPORT OF THE T & E COMMITTEE
ADOPTED BY CITY COUNCIL ON 87-01-13



THE CORPORATION OF THE CITY OF
City Hall, 71 Main Street West, Hamilton, Ontario L8N 1C1

12(b)

1989 September 26

Royal Bank
1 James Street South
Suite #900
Hamilton, Ontario
L8P 4R5

Attention: Mr. G. Appleton
Vice President & Area Manager

Dear Mr. Appleton:

Subject: Royal Bank Banner Over Main Street

Please accept our apologies for the mix-up and confusion over the Royal Bank's banner being "approved", erected and then removed prematurely from over Main Street.

As an explanation to you and so that this matter can be considered by the Transport and Environment Committee, I will outline the details of what happened.

Just before the Royal Bank's representative contacted the Engineering Department to arrange for the erection of the banner, another group withdrew their application for the week of September 18 - 23, 1989. Consequently, when the Royal Bank asked for a time to erect their banner, the City's representative enthusiastically, wanting to take advantage of the cancellation, indicated to the Royal Bank that the week of September 18 - 23, 1989 was available. I say enthusiastically because the banner program has become so popular that bookings are already being established for Spring 1990 and the balance of 1989 is already virtually booked.

City Council's policy for erecting banners is that previously erected banners, can be re-erected with staff's authorization assuming all conditions and costs have been met. When banners are being considered for the first time, staff do not have the discretion to authorize their erection. In these cases, the proposed banner and wording are presented to the Transport and Environment Committee for consideration.

In this situation, the Royal Bank's banner with the wording, FROM 9:00 TO 9:00, had never been approved by the Transport and Environment Committee, therefore, it was not within staff's purview to authorize its installation. For that reason as the Director of Public Works I requested that it be taken down.

Upon making that decision, I admit that I should have thought to advise the Royal Bank of this, so that there wouldn't have been the complete surprise. For that I apologize.

To compound the problem on this matter, on Monday, September 18, 1989 another message by another financial institution came under close scrutiny. In fact, the message and banner were not approved because it was not considered to be related to a community sponsored event or a non profit, charitable organization. Accordingly it was referred back so that the banner and the policy can be reviewed.

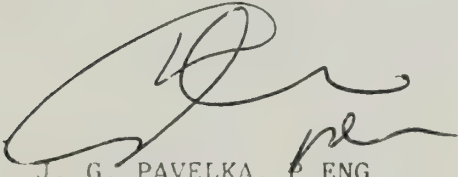
Recognizing that this will be reviewed, most likely at the next Transport and Environment Committee meeting on Monday, October 2, 1989, by copy of this letter to the Secretary of the Committee, I am requesting that this matter of the Royal Bank's banner be brought up.

More specifically, as per our telephone discussion, recognizing that the Royal Bank didn't get the benefit of advertising that it expected, of concern is the cost of the banner, an amount of approximately \$800.00. Please arrange to forward a copy of the invoice for the banner so that the actual amount can be presented to the Committee.

Alternatively, if the Transport and Environment Committee permits the Royal Bank's message, my understanding is that as long as the banner was erected for a week, you would not be concerned about the cost to make the banner, as the Royal Bank would have received the advertising it expected.

In conclusion on behalf of both departments involved - the Engineering Department and the Public Works Department, I apologize for the confusion and inconvenience in this matter.

I am sure with the representation at the Transport and Environment Committee, which I will be attending to speak to this issue, the Royal Bank's concerns will be addressed.



J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

JGP/ap

c.c. Mayor R. Morrow

L. Sage, Chief Administrative Officer

S. Spencer, Commissioner of Engineering

D. Lobo, Manager of Streets and Sanitation

✓ R. C. Prowse, Secretary, Transport and Environment Committee

ID lorie

13ca

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: September 21,
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

SUBJECT:

Banner Display Application
May 7, 1990 to May 14, 1990

RECOMMENDATION

That the Children's Aid Society of Hamilton-Wentworth be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 7, 1990 to May 14, 1990, with the following message:

"Salute to Foster Parents"

Ted Gil

μ G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public works Department, is required.

BACKGROUND

We have received an application from the Children's Aid Society of Hamilton-Wentworth requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

This application is being presented to your Committee because the Children's Aid Society has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time the banner is requested.

JKC JKc:lj

F O R A C T I O N

13 (b)

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 20 September 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#edith

SUBJECT:

Banner Display Application
August 20, 1990 to August 27, 1990

RECOMMENDATION

That the Winona Peach Festival be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, August 20, 1990 to Monday August 27, 1990, with the following message:

WINONA PEACH FESTIVAL AUGUST 24,25,26

Ted Ginn

for G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Winona Peach Festival requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987 will apply to this application. This application is being presented to your committee because Winona Peach Festival have never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time the banner use is requested.

JKC:er

cc: H. Reinhold, Department of Public Works

F O R A C T I O N

13cc

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

DATE: August 23, 1989
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

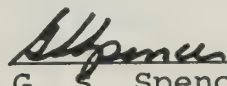
SUBJECT:

Banner Display Application
May 14, 1990 to May 21, 1990

RECOMMENDATION

That Royal Trust be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 14, 1990 to Monday, May 21, 1990 , with the following message:

ROYAL TRUST - Where Advice Comes First
Serving Hamilton-Wentworth for 70 years



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from Royal Trust requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to Committee because Royal Trust has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC/KWP:bl

c.c. H. Reinhold, Department of Public Works

F O R A C T I O N

14.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 27 September 1989
COMM FILE: 3-11.2
DEPT FILE: T108-07
ID#:edith

SUBJECT:

Request for Prohibition of the Sounding
of Railway Engine Whistles at Level Crossings

RECOMMENDATIONS

That CP Rail be requested to agree to a prohibition of the sounding of railway engine whistles at the Camco Siding crossing of the Highway 403 ramps west of Aberdeen Avenue and Longwood Road, and Greenhill Avenue south of King Street, Welland Subdivision, mileage 31.97.

Ted Gill
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

There are currently two railway crossings in the City where railway engines are sounding their whistles. These crossings are at the Highway 403 ramps west of the Aberdeen Avenue/Longwood Road intersection and the Greenhill Avenue crossing south of King Street. Both these crossings are with CP Rail and are protected with flashing light signals and bells.

Alderman D. Agostino and Alderman F. Lombardo have received an eight page petition from the residents of Ward 5 objecting to the train whistles during the day and night between Quigley Road and Greenhill Avenue.

In the past the Railway Act required that a request to prohibit sounding of engine whistles necessitated a By-Law to be passed by a municipality before being considered by the Canadian Transport Commission (CTC), now the National Transportation Agency of Canada (NTA).

-Page 2-
September 27, 1989

Under the revised Railway Safety Act, Transport Canada now has responsibility for railway safety regulation which, until January 1, 1989, had been handled by the NTA. Under guidelines issued April 20, 1989, decisions on prohibitions of train whistling will be handled directly between municipalities and rail companies. Additional guidelines will soon be issued by Transport Canada on the conditions which should be met for reasons of safety before whistling is discontinued. Generally, when crossings have automatic protection in the form of flashing light signals, bells or gates, whistling may be prohibited.

RPM:er

cc: F. Westaway
Noise Control Officer

FOR ACTION

15ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 21
COMM FILE: 3-9.4
DEPT FILE: TEC-227-89

SUBJECT: Intersection of Ironwood Crescent/Rutledge Court and Independence Drive - Intersection Control

RECOMMENDATION:

- a) That northbound and southbound traffic on Ironwood Crescent/Rutledge Court be required to stop for eastbound and westbound traffic on Independence Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

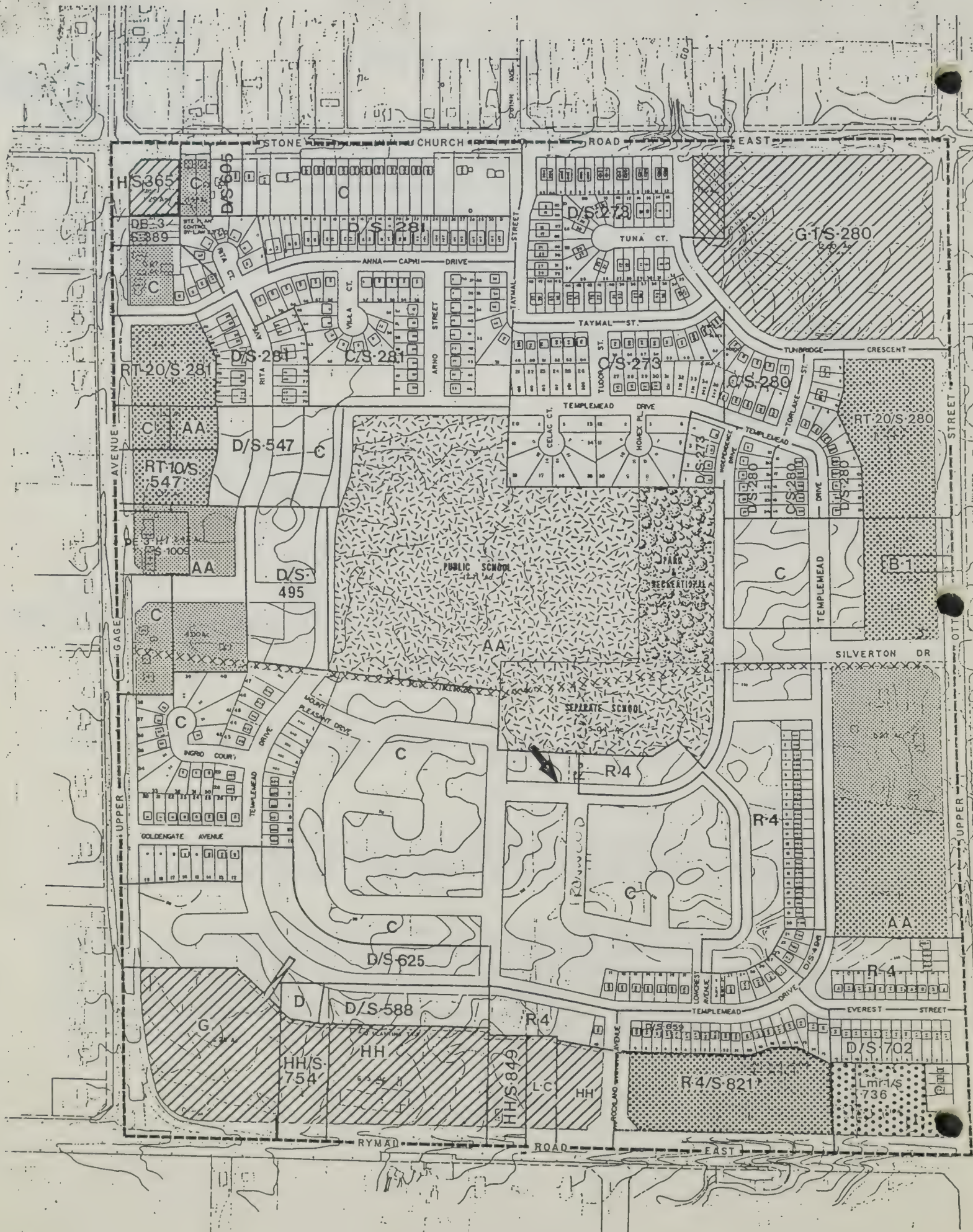
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has been advised that the intersection of Independence and Ironwood/Rutledge is now open and that there are no intersection control signs.

The Traffic Department's policy has been to control all four-leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced collisions at local residential street intersections by approximately 50 percent. Therefore, it would be appropriate to implement two-way stop control such that northbound and southbound traffic on Ironwood/Rutledge would be required to stop for eastbound and westbound traffic on Independence.



15 (b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 12
COMM FILE: 3-9.4
DEPT FILE: TEC-221-89

SUBJECT: Intersection of Rupert Court and Rushdale Drive
Intersection Control

RECOMMENDATION:

- a) That northbound traffic on Rupert Court be required to stop for eastbound and westbound traffic on Rushdale Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

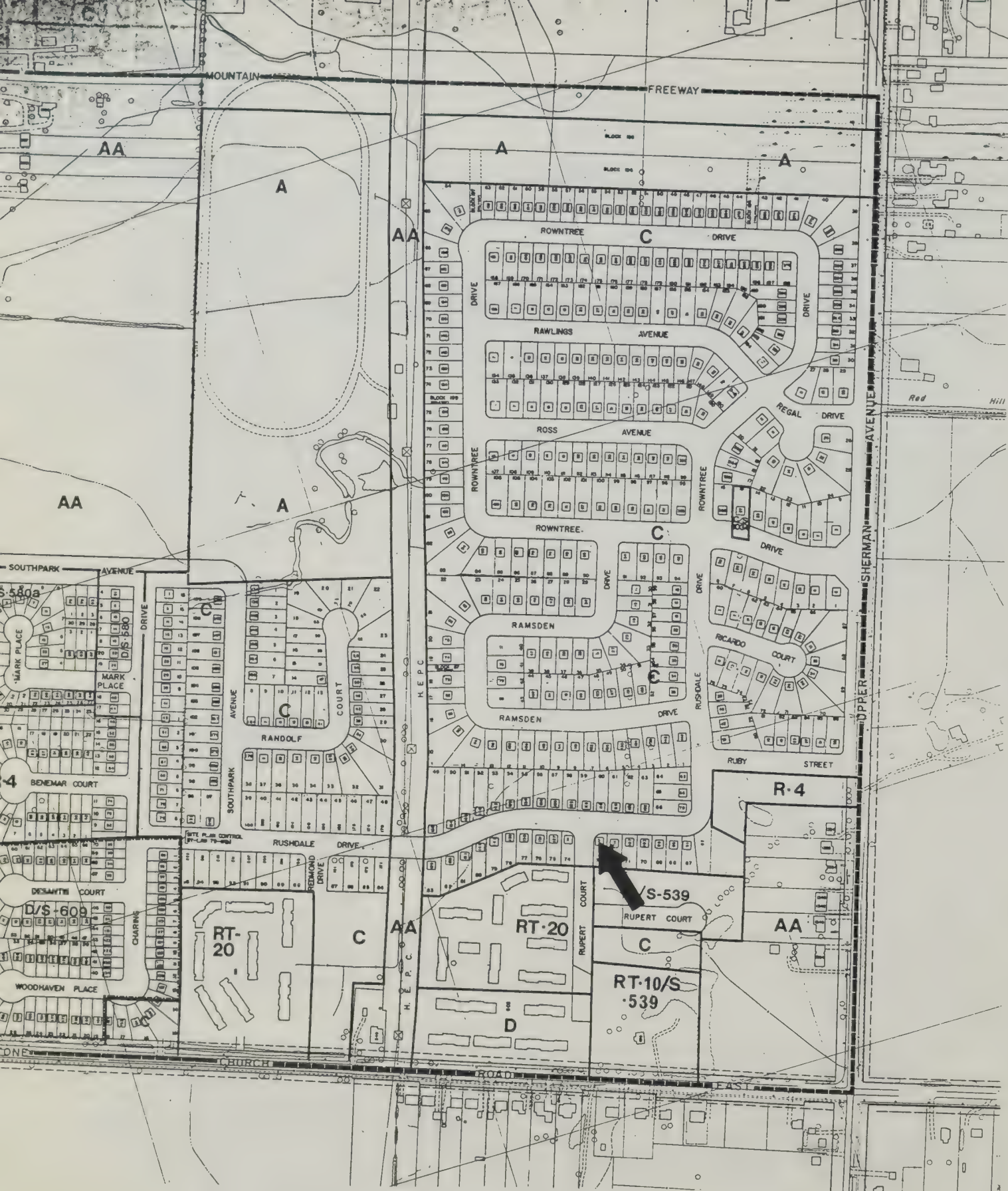
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from an area resident to implement three-way stop control at the intersection of Rupert and Rushdale. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time, but would not object to the erection of a stop sign on the stem of the "T" as a safety measure related to the right-of-way at the intersection. Therefore the Traffic Department recommends that a stop sign be erected such that northbound traffic on Rupert would be required to stop for eastbound and westbound traffic on Rushdale.



FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 18
COMM FILE: 3-9.3
DEPT FILE: TEC-226-89

SUBJECT: Intersection of Jay Street and Goldfinch Road - Corner Clearances

RECOMMENDATION:

- a) That a no stopping regulation be implemented on the north side of Jay Street from Goldfinch Road to a point 58 feet easterly therefrom; and
- b) That a no stopping regulation be implemented on the north side of Jay Street from Goldfinch Road to a point 50 feet westerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

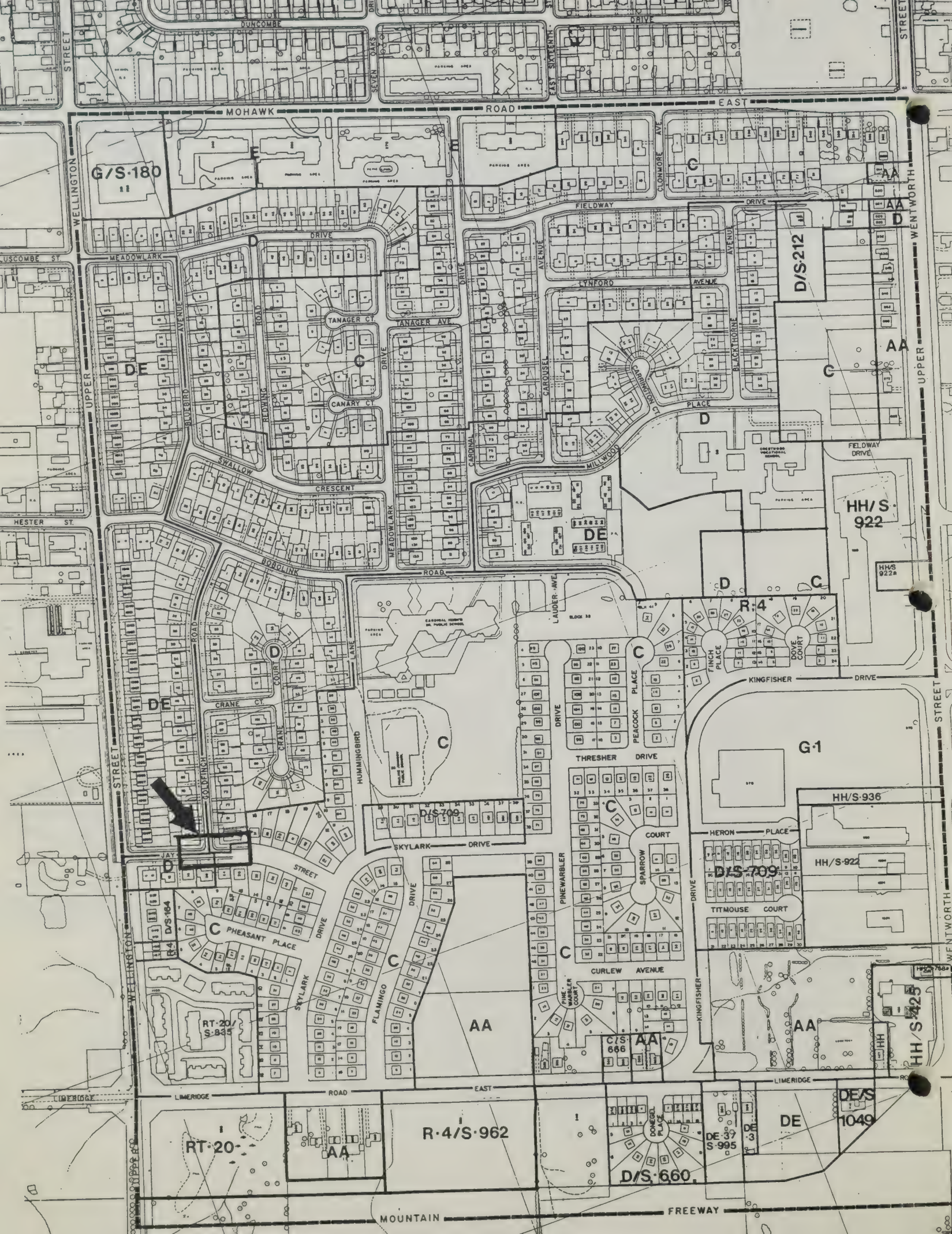
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. S. Nicholls, 62 Goldfinch Road, that corner clearances be implemented on the north side of Jay, east and west of Goldfinch, in order to improve visibility at the intersection.

Presently, parking is prohibited on the south side and unrestricted on the north side of Jay in this area.

Traffic Department records indicate that there have been no reported collisions at the intersection in at least the last seven years, but an investigation has confirmed that visibility is obstructed to some degree by parked vehicles. The implementation of the proposed no stopping regulation would result in a loss of three legal on-street parking spaces. However, since all residents in this area have driveways, the Traffic Department does not anticipate any parking difficulties for area residents. Therefore, the Traffic Department concurs with the request as a safety measure related to visibility at the intersection.



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FOR ACTION

17.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 22
COMM FILE: 3-9.3
DEPT FILE: TEC-229-89

SUBJECT: East Side of Princeton Drive, south of Morningside Drive
- Extension of Corner Clearance

RECOMMENDATION:

- a) That the existing 25 foot no stopping regulation on the east side of Princeton Drive, south of Morningside Drive be extended such that the regulation extends to a point 99 feet south of Morningside Drive and;
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Nancy Ballantyne, 5 Morningside Drive, that the existing no stopping corner clearance on the east side of Princeton, south of Morningside, be extended in order to improve visibility at the intersection.

The Traffic Department has confirmed that visibility is obstructed by parked vehicles at the intersection to some degree, although there is a no stopping sign to reinforce the general By-law provision which prohibits stopping within 20 feet of a marked or unmarked crosswalk.

The implementation of the proposed regulation would result in a loss of two legal on-street parking spaces. However, the Traffic Department contacted the resident at No. 131 Princeton, who advised that he has no objection to the proposed extension of the no stopping regulation across the frontage of his property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

18.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 25
COMM FILE: 3-9.6
DEPT FILE: TEC-231-89

SUBJECT: Intersection of Susan Drive and Upper Horning Road
- Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Susan Drive and Upper Horning Road at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is \$7,220.00 and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND:

The Traffic Department has received a request from Mr. Vince Hubbard, Principal of St. Vincent de Paul School, 295 Greencedar Drive, that a School Traffic Officer be assigned to the intersection of Upper Horning Road and Susan Drive. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 September 15th and 18th, and observed 12 crossing movements across Susan and five crossing movements across Upper Horning. The Regional Police have concluded, in part, that there were sufficient gaps in the traffic to allow the children to cross safely and that no children crossed during the lunch hour crossing period. They have also noted that there are poor sight lines due to a curve in the roadway on Upper Horning such that a school crossing guard would not be readily visible to motorists. Therefore, the Regional Police have stated that this would be a "poor location for school crossing", and have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, with no reported collisions in at least the last seven years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.

FOR ACTION

19.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 25
COMM FILE: 3-10.9
DEPT FILE: TEC-232-89

SUBJECT: 160 Market Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Drumm, 2005 - 160 Market Street.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There is a potential for \$2.00 in revenue each month from the sale of the time limit exemption permit.

BACKGROUND:

The Traffic Department has received a request from Mr. Drumm who resides in the apartment building at No. 160 Market Street for a time limit exemption permit since his van will not fit under the garage door of the underground parking area of this apartment building.

Past practice of the Transport and Environment Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional conditions. This practice ensures that long-term parking by apartment residents takes place in the off-street spaces whenever spaces are available. However, the Committee has dealt with at least four similar requests in recent years, and authorized the Traffic Department to issue one permit to each resident, whose vehicle would not fit into the underground parking areas. Therefore, it appears that a precedent has been set for approving applications from apartment dwellers under these circumstances.



20.

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 12
COMM FILE: 3-9.2
DEPT FILE: TEC-222-89

SUBJECT: South Side of Morley Street, east of Parkdale - Parking Regulations

RECOMMENDATION:

- a) That a parking prohibition be implemented on the south side of Morley Street commencing at a point 185 feet east of Parkdale Avenue and extending to a point 176 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE. STATE N/A)

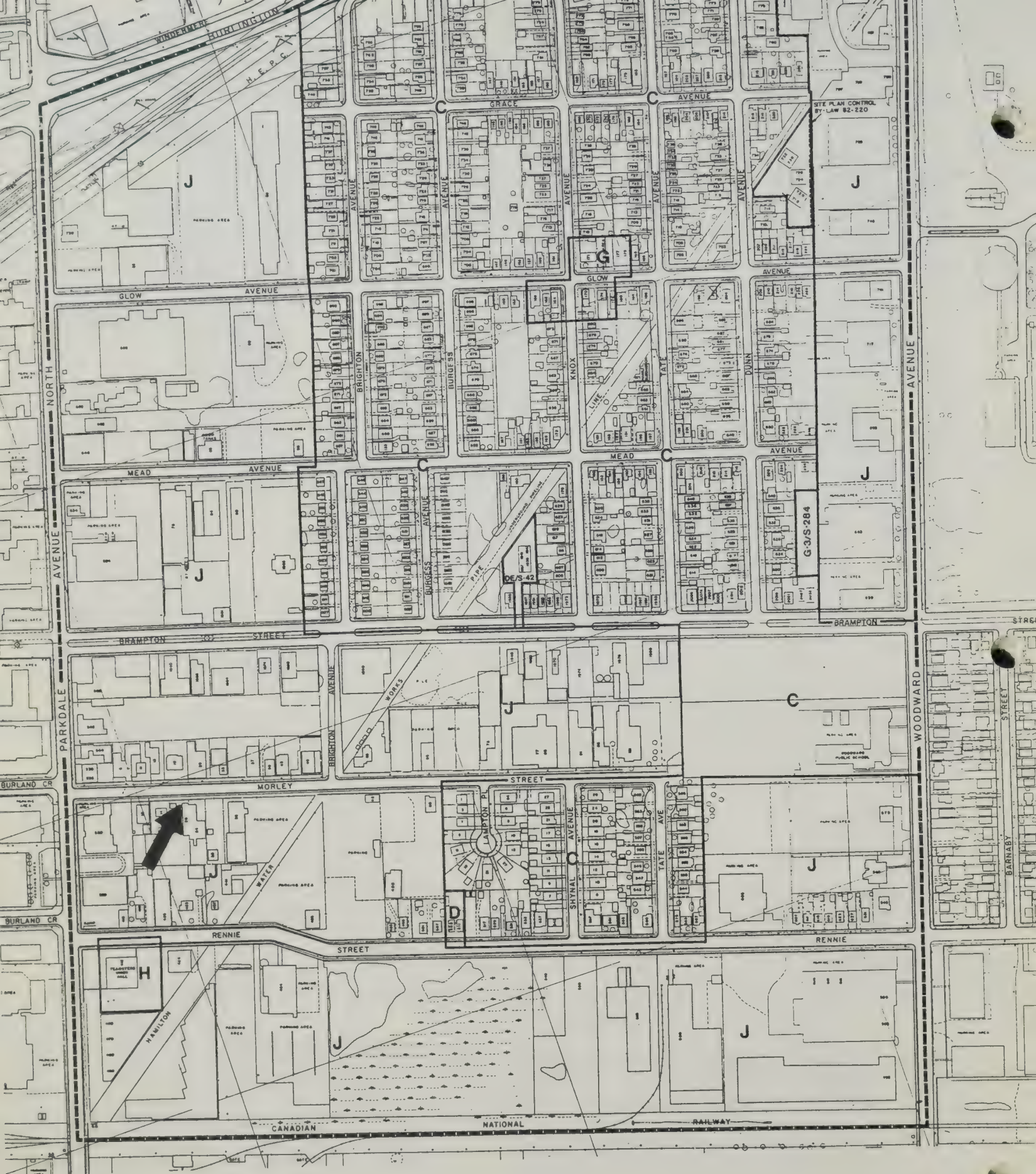
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Robin Ghosh of Salerno Dairy Products Ltd., 20 Morley Street, that parking be prohibited on the south side of the street directly in front of his business in order to facilitate truck movements into their off-street loading area.

Presently, parking is prohibited on the north side and unrestricted on the south side of the street in this area.

The Traffic Department has confirmed that parked vehicles in this area would no doubt interfere with truck movements because of the narrow pavement width. The implementation of the proposed regulation would result in a loss of four legal on-street parking spaces directly in front of this business. However, since parking would still be permitted on the south side for the remainder of the block, no parking problems would be anticipated. Therefore, the Traffic Department concurs with the request.



75	76	76
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105	100	99

This is not a Legal Document
For Zoning Verification Please

CITY

PARK

FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

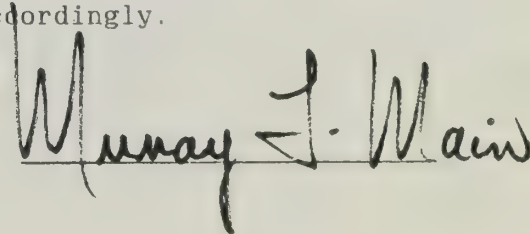
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 12
COMM FILE: 3-10.10
DEPT FILE: TEC-219-89

SUBJECT: 139 Rebecca Street - Request for a Loading Zone

RECOMMENDATION:

- a) That parking be prohibited on the north side of Rebecca Street from 237 feet east of Mary Street to a point 57 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Charles Firth, the proprietor of Child's Play Children's Centre, 139 Rebecca Street, that a no parking regulation be implemented on the north side of Rebecca, directly in front of his business in order to provide an on-street loading and unloading area for parents to stop while picking up and dropping off children.

Presently, parking is prohibited on the south side and there are parking meters on the north side of the street in this area. The implementation of the proposed regulation will require the removal of two parking meters directly in front of the day care centre. However, casual observations have revealed that the street is lightly parked during the day. Therefore, the Traffic Department concurs with the request.



FOR ACTION

22.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

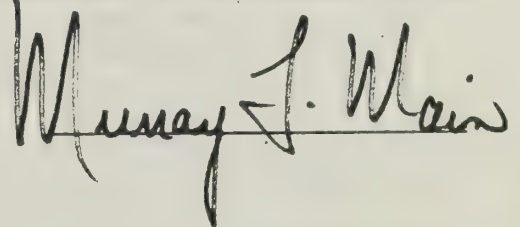
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 26
COMM FILE:
DEPT FILE: TEC-233-89

SUBJECT: Purchase of Regional Road "No Passing Zone" Measuring Equipment

RECOMMENDATION:

That the Traffic Department be authorized to purchase electronic measuring equipment for the evaluation of "No Passing Zones" painted on the roadway to a maximum cost of \$35,250.00, subject to the full cost of the equipment being recovered in 1989 from the Region.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The entire cost of the purchase of this equipment will be recovered from the Region in 1989.

BACKGROUND:

Starting this year, the City of Hamilton Traffic Department has assumed responsibility for traffic engineering, signing and roadway marking activities on Regional roads outside the City of Hamilton. One of the reasons for the transfer of these responsibilities to the Traffic Department was to improve the quality of roadway markings and signing.

From the perspective of liability, a complete review of the "No Passing" markings painted on Regional roads is considered a primary objective. Proper measurement and evaluation of the roadways is necessary in order to protect the public safety and provide documentation to defend the Region should a motor vehicle collision occur.

Originally, the expansion package for this project approved by the Region included a \$30,000 estimated 1989 expenditure to hire an outside consultant to perform the measurements. It has since been decided that it is possible and preferable for City staff to undertake the work. The advantages of doing the work in-house include: ability to do further measurements should the roads be reconstructed or resurfaced and availability of equipment to check measurements to respond to complaint or lawsuit.

It is proposed to purchase electronic measuring equipment for the evaluation and remarking of the centre line "No Passing Zones" and to provide a permanent record. The estimated purchase price of this equipment is \$35,250.00.

As this equipment would only be used on Regional roads outside the City of Hamilton, and the evaluation of existing Regional roads could be completed in 1989, the total cost of purchase of this equipment would be recovered completely from the Region in 1989. While the initial work would be completed in 1989, it is advantageous to purchase the equipment and have it available for future needs such as roads revised by construction or for verification of measurements for legal purposes.

It is traditional that, for any service contracted by the Region from the City, that the City provide all necessary equipment and manpower to achieve the task, and then charge back the Region accordingly. This purchase arrangement is in keeping with this approach. The City Treasurer is in agreement with the proposed funding arrangement.

cc: Mr. E. Matthews
City Treasurer



AUG 17 1989

23.

CITY COUNCIL
HAMILTON, CANADA

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

August 17, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Large Trucks Damaging Residential Hydro Lines

I am receiving an increasing number of complaints regarding the number of private hydro lines being torn down by trucks using residential streets.

Would you please arrange to have this matter placed on the agenda of the next committee meeting. I would like to discuss this matter with the committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mrs. M. Loprieno
118 Tisdale Avenue North
Hamilton, Ontario L8L 5M6
cc: Mrs. A. DesRoches
117 Tisdale Avenue North
Hamilton, Ontario L8L 5M5

JUL 17 1989



CITY COUNCIL
HAMILTON, CANADA

24.

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

July 12, 1989

Mr. R. C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Garbage Pickup at Restaurant, Fast Food Stores,
and Other Food-Handling Operations

Would you please arrange to have the above item placed on the next agenda of the Transport and Environment Committee.

I would like the opportunity to address various aspects regarding the frequency of garbage pickups relating to the above with the Committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mr. Sam Park
55 Wentworth Street South
Hamilton, Ontario L8N 2Y5



JUL 21 1989

25.

CITY COUNCIL
HAMILTON, CANADA

71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 572-7500

July 19, 1989

Mr. R.C. Prowse, Secretary
Transport and Environment Committee

Dear Mr. Prowse:

RE: Reduced Speed Limits in School Areas

Would you please arrange to have the above matter placed on the August 21st agenda of the Transport and Environment Committee.

I would like to discuss this matter with the Committee members.

Your co-operation in this regard is very much appreciated.

Yours truly,

Brian Hinkley
Alderman, Ward 3

rd

cc: Mr. Edward Andrews
148 Beach Road
Hamilton, Ontario L8L 4A3

F O R A C T I O N

26.

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 1989 September 7
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(252)
ID#1623(71)

SUBJECT

Proposed Alley Closure: First Alley North of McAnulty Blvd.
from the West side of Kenilworth Avenue North to the North/South Alley

RECOMMENDATIONS

(a)

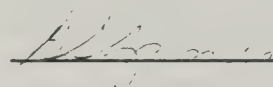
- i) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up and close the first alley north of McAnulty Boulevard from the west side of Kenilworth Avenue North to the North/South alley.
- ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
- iv) That the applicant register a reference plan under the Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the regional surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd...

Proposed Alley Closure: First Alley North of McAnulty Blvd.
from the West side of Kenilworth Avenue North to the North/South Alley

Cont'd...

- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.
- vii) That the Director of Property be authorized to convey the 1' reserve adjacent to the south limits of municipal number 433 Kenilworth Avenue North to the abutting owner; provided the Judge's Order to close the highway is granted:
- (b)
 - i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.


G. S. Spencer, P.Eng.
Commissioner of Engineering

ORIGIN

We have received a request from Mr. L. Fowler, an abutting owner, to close the subject alley as shown on the attached drawing.

BACKGROUND

The proposed alley closure is in the block bounded by Kenilworth Avenue North, McAnulty Boulevard, Stapleton Street and Grenfell Street. The alley is T-shaped with openings to Stapleton Street, Grenfell Street, and Kenilworth Avenue, but the only portion of the alley being used at present is L-shaped with openings to Stapleton Street and Grenfell Street.

The applicant, Mr. Fowler, is the owner of Nos. 425-439 Kenilworth Avenue and No. 199 McAnulty Boulevard, as shown on the attached drawing. The owner of No. 195 McAnulty Boulevard has responded in favour of the closure.

Cont'd...

- page 3 -
September 7, 1989

Proposed Alley Closure: First Alley North of McAnulty Blvd.
from the West side of Kenilworth Avenue North to the North/South Alley

Cont'd...

ANALYSIS

We have circulated notice of the proposed closure to the affected municipal departments and public utilities and no objections to this request were received.

City of Hamilton Property Department has informed us that a 1' reserve exists adjacent to municipal number 433 Kenilworth Avenue North and that the reserve would be conveyed to the abutting owner Mr. Fowler.

The circularization to the area residents is now complete and the results are as follows:

Total Circularized -	58
In Favour	10
Opposed	8
No Opinion	39

The present status of the proposed alley closure is public unassumed and as such would have to be closed by Judge's Order. The applicant would be required to confirm in court that the affected owners have no objection to the closure. The granting of the Order is of course, at the discretion of the Judge.

CONCLUSION

It is present practice not to make an application to the District Court Judge where there is an objection, since the City could be liable for the court costs of any objecting party should the Judge decide against granting the order.

However, in this instance the subject alley has been physically closed for a number of years and the applicant whose property abuts both sides of the alley would like to legalize this closure to allow for future building development.

JKC:ms
Encl.

cc: L. Lawrence, City Solicitor's Department
cc: Alderman G. Copps
cc: Alderman D. Christopherson

GRENFELL ST.

MARTIMAS

STAPLETON

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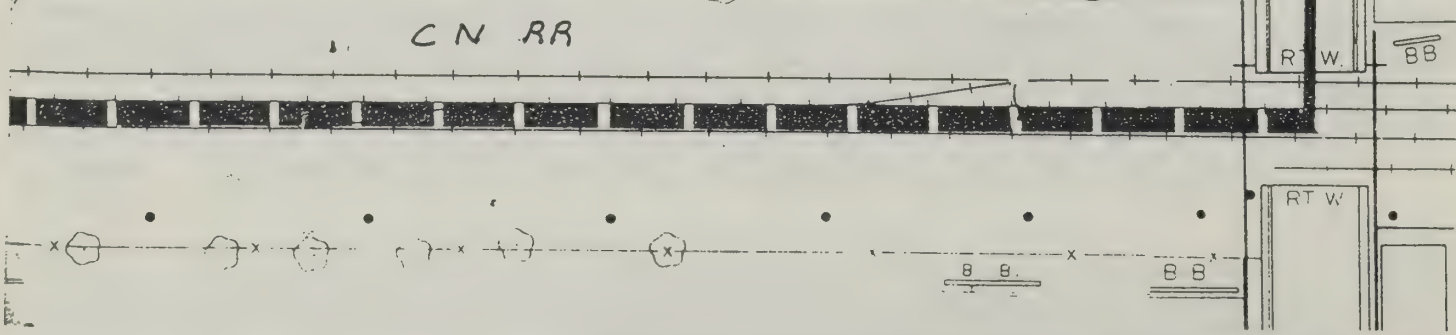
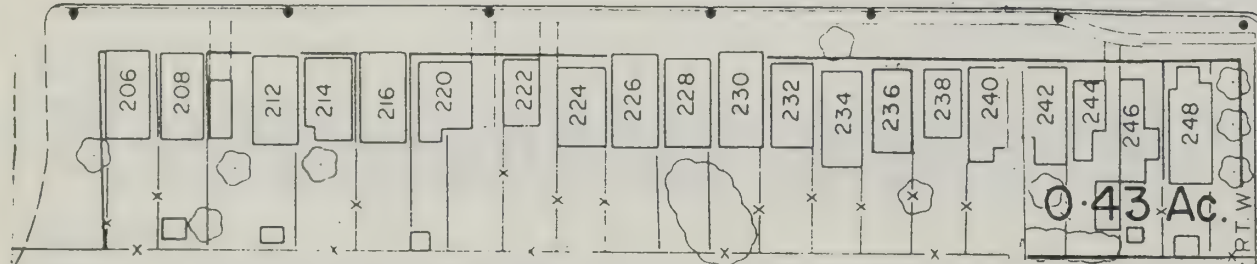
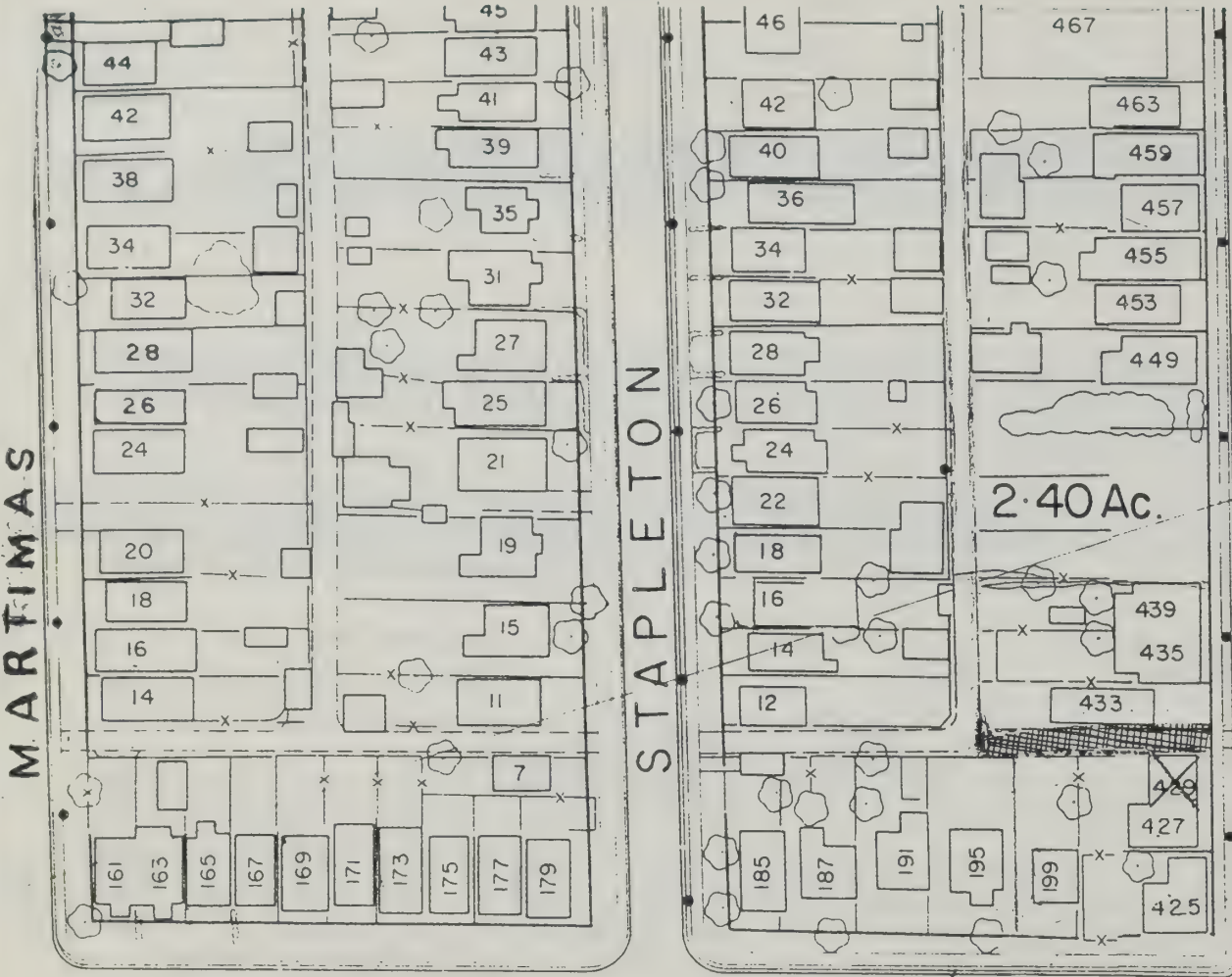
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MCANULTY BLVD.

CN RR

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0.43 Ac.



PROPOSED ALLEY CLOSURE

LEGEND



LOCATION OF PROPOSED ALLEY CLOSURE

SCALE

N.T.S.

FILE NO.

T.103-03(252)

NORTH

FOR ACTION

27ca

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

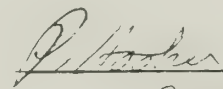
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 22
COMM FILE:
DEPT FILE: 65-3.397

SUBJECT: By-law to close a portion of Rupert Court shown as
Parts 1, 2 and 5 on Plan 62R-10430, and to authorize the sale of
Parts 1 and 2 on Plan 62R-10430

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 9th Report of the Transport & Environment Committee, Item 8(b), adopted by City Council on April 25, 1989.


Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 25, 1989, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, September 9 and 16, and will be further published on September 23 and 30, 1989.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att.

FOR ACTION

27 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 22
COMM FILE:
DEPT FILE: 65-1.637

SUBJECT: By-law to designate Parts 4 and 5, Plan 62R-10430, Part of Rupert Court Extension, as a Public Walkway and To Repeal By-law No. 89-239

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 9th Report of the Transport & Environment Committee, Item 8(a), adopted by City Council on April 25, 1989.

P. Hooker per M. Prowse

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on April 25, 1989, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk

:sr
Att.

FOR ACTION

27cc

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 Sept. 22
COMM FILE:
DEPT. FILE: 65-3/89.3

SUBJECT:

By-law to close and retain Holly Avenue, from McAnulty Boulevard to the C.N.R. right-of-way shown as Parts 1 to 5 on Plan 62R-10453

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 6th Report of the Transport and Environment Committee, Item 23, adopted by City Council on March 14, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on March 14, 1989, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, September 9 and 16, and will be further published on September 23 and 30, 1989.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

27cd

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 Sept. 22
COMM FILE:
DEPT. FILE: 65-3.400

SUBJECT:

By-law to close and retain a portion of Beach Road in area of CN/CP Industrial Lead Crossing shown as Parts 1, 2 and 3 on Plan 62R-9714

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 15th Report of the Transport and Environment Committee, Item 7, adopted by City Council on October 25, 1988.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on October 25, 1988, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, September 9 and 16, and will be further published on September 23 and 30, 1989.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

27(e)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

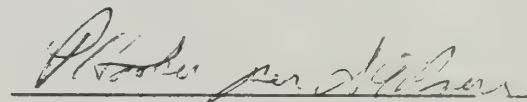
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 September 19
COMM FILE:
DEPT FILE: 65-1/89.14

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10545 into Albright Road

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 10th Report of the Co-ordinating Committee, Item 15(d), adopted by City Council on May 9, 1989.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on May 9, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

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CSIT6

1989



Mrs. J. McAnanama
Public Library

[Handwritten signature]

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 September 27

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 October 02
2:00 o'clock p.m.
Room 233, City Hall

[Handwritten signature]

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, September 18, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads, Traffic Department

DIRECTOR OF PROPERTY

3. Expropriation of Land required for the extension of Forbes Avenue - Blossom Estates Subdivision

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

COMMISSIONER OF ENGINEERING

4. Sanexen International Decontamination of Low Level PCBs for Hamilton Hydro
5. Temporary Street Closures - Annual Santa Claus Parade
6. Additional Cost Sharing - "Gurnett Estates - Phase 3", Subdivision Agreement, Hamilton
7. Request for Additional Funds, Mountain Park Avenue Bridge Reconstruction
8. King William Street - Wellington Street to Ferguson Avenue Temporary Street Closure - Ribbon Cutting Ceremony Monday, October 2, 1989 from 2:30 p.m. to 4:00 p.m.
9. Fencing of Public Walkway - 50 Fiona Crescent
10. To Incorporate Certain City Lands
 - (a) Queen Victoria Drive
 - (b) Quaker Crescent
 - (c) RoyalVista Drive & Rita Avenue
11. Inadvertent Encroachment Agreement
 - (a) 105 Aberdeen Avenue
 - (b) 423 Cumberland Avenue, Hamilton
 - (c) 35 Baker Street
12.
 - (a) Policy for Banner Installation
 - (b) Royal Bank Banner over Main Street - Letter from Director of Public Works
13. Banner Display Application
 - (a) Children's Aid Society of Hamilton-Wentworth - May 7, 1990 to May 14, 1990
 - (b) Winona Peach Festival - August 20, 1990 to August 27, 1990
 - (c) Royal Trust - May 14, 1990 to May 21, 1990
14. Request for prohibition of the sounding of Railway Engine Whistles at Level Crossings

DIRECTOR OF TRAFFIC SERVICES

15. Intersection Control
 - (a) Ironwood Crescent/Rutledge Court and Independence Drive
 - (b) Rupert Court and Rushdale Drive
16. Intersection of Jay Street and Goldfinch Road - Corner Clearances
17. East Side of Princeton Drive, south of Morningside Drive - Extension of Corner Clearance
18. Intersection of Susan Drive and Upper Horning Road - Request for a School Traffic Officer
19. 160 Market Street - Application for a Time Limit Exemption Permit
20. South Side of Morley Street, east of Parkdale - Parking Regulations
21. 139 Rebecca Street - Request for a Loading Zone
22. Purchase of Regional Road "No Passing Zone" Measuring Equipment

MISCELLANEOUS

23. Large Trucks Damaging Residential Hydro Lines - Alderman Hinkley
24. Garbage Pickup at Restaurant, Fast Food Stores, and Other Food-Handling Operations - Alderman Hinkley
25. Reduced Speed Limits in School Areas - Alderman Hinkley

DELEGATIONS

26. Proposed Alley Closure: First Alley North of McAnulty Boulevard from the West side of Kenilworth Avenue North to the North/South Alley

BILLS

27.
 - (a) By-law to close a portion of Rupert Court shown as Parts 1, 2 and 5 on Plan 62R-10430, and to authorize the sale of Parts 1 and 2 on Plan 62R-10430
 - (b) By-law to designate Parts 4 and 5, Plan 62R-10430, Part of Rupert Court Extension, as a Public Walkway and To Repeal By-law No. 89-239

- (c) By-law to close and retain Holly Avenue, from McAnulty Boulevard to the C.N.R. right-of-way shown as Parts 1 to 5 on Plan 62R-10453
- (d) By-law to close and retain a portion of Beach Road in area of CN/CP Industrial Lead Crossing shown as Parts 1, 2 and 3 on Plan 62R-9714
- (e) By-law to Incorporate Part 1, Plan 62R-10545 into Albright Road

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Bench Advertising	June 19/89	Referred to Urban Design Committee	
4.	Private retaining wall - 51 Lynwood	Aug 21/89	Tabled (Ald Ross)	Awaiting further notice from Ald Ross
5.	Tree Policy re: sidewalk damage	Aug 21/89	Mr. Pavelka	Report to follow
6.	Stop Signs on Greenhill	Aug 21/89	Mr. Main	Report to follow

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



Mrs. J. McAnanama
Public Library

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 October 18

1989
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 October 23
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

A G E N D A:

1. Minutes of the Monday, October 02, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Purchase of One (1) Compact Pickup Truck, Central Garage
3. Printing Parking Infractions Notices, Traffic Department

DIRECTOR OF PUBLIC WORKS

4. B. A. Court Yard Access - Channelization on Rymal Road

ACTING CITY SOLICITOR

5. Garbage Collection Agreement 1150 Limeridge Road East Municipal Non-Profit (Hamilton) Housing Corporation

COMMISSIONER OF ENGINEERING

6. Inadvertent Encroachment Agreements
7. Landscaping Encroachment Agreement - Dofasco Inc.
8. Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road.
9. Extension of Fieldway Drive
10. Assumption of Alley as a condition of approval of ZA-89-49 (Robinson Funeral Home)
11. Temporary Street Closure for a Road Race - Saturday, October 28, 1989 (9:00 a.m. to 1:00 p.m.)
12. 1989 City of Hamilton Railway Rehabilitation Programme
13. To Incorporate Certain City lands into
 - (a) Malton Drive
 - (b) Eaglewood Drive
 - (c) Alderson Drive
 - (d) Christopher Drive
 - (e) Rushdale Drive
 - (f) Chester Avenue
 - (g) Charing Drive
 - (h) Benemar Court
 - (i) Rushdale Drive
14. Plan of Subdivision
 - (a) Cantelmi Court
 - (b) Wentwal Estates
 - (c) Eleanor Heights Addition - Phase I

15. Median Island Cut - Brampton Street

DIRECTOR OF TRAFFIC SERVICES

16. Requests for Stop Signs on Greenhill Avenue

17. Request for a School Traffic Officer

- (a) Intersection of Limeridge Road and Rockingham Drive
- (b) Intersection of Kingfisher Drive and Titmouse Court
- (c) Intersection of Queensdale Avenue East and Upper Wellington Street

18. Intersection Control

- (a) Intersection of San Remo Drive and Tivoli Drive
- (b) Intersection of Ravenbury Drive and Rama Court
- (c) Intersection of Loconder Drive and Queen Victoria Drive
- (d) Intersection of Gailmont Drive and Orphir Road

19. Parking Regulations

- (a) Mead Avenue, east of Parkdale Avenue North
- (b) West side of Wexford Avenue South between Monterey Avenue and Central Avenue
- (c) South side of Monterey Avenue, west of Auburn Avenue
- (d) Mahoney Avenue between Parkdale Avenue North and Adeline Avenue
- (e) West 34th Street between Bendamere Avenue and the southerly limit

20. East side of Poplar Avenue, north of Concession Street - Extension of Existing Corner Clearance

21. East side of Bond Street, north of Main Street - Shortening of Existing Corner Clearance

22. Corner Clearance

- (a) Crockett Street at East 34th Street
- (b) South side of Greencedar Drive, west of Greenguild Avenue
- (c) South side of Mackenzie Drive, east of East 27th Street

23. Policy respecting the using of road allowance for parking purposes - Multiple Residential Uses

24. West side of San Remo Drive between San Francisco Avenue and Tivoli Drive - Driveway Clearance
25. Review of the Snow Route System
26. South side of Brucedale Avenue East, west of East 5th Street - Extension of School Bus Loading Zone
27. Love's York Properties Incorporated, 221 York Boulevard - Application for Boulevard Parking
28. Staff Adjustments - Traffic Department

KEEP HAMILTON CLEAN COMMITTEE

29. Sanitation By-law Officer - Public Works Department

DELEGATIONS

30. Implementation of the Approved Ryckman's Neighbourhood Plan
31. Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations
32. Hanging Flower Baskets on Road Allowances
33. Floral Planters on Road Allowances

BILLS

34. (a) By-law to Incorporate Part 11, Plan 62R-9377 into Templemead Drive
- (b) By-law to Incorporate Block 81, Plan 62M-616 into Brigade Drive
- (c) By-law to Incorporate Parts 1 and 2, Plan 62R-10286 into Fieldway Drive

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2. Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3. Bench Advertising	June 19/89	Referred to Urban Design Committee	
4. Tree Policy re: sidewalk damage	Aug 21/89	Mr. Pavelka	Report to follow

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Urban Municipal Collections
Public Library



E. A. SIMPSON
CITY CLERK
K. E. AVERY
DEPUTY CITY CLERK

LBN 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 October 18

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 October 23
2:00 o'clock p.m.
Room 233, City Hall

A large, stylized handwritten signature in black ink, appearing to read "Prowse".

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

URBAN MUNICIPAL
OCT 2
GOVERNMENT DOCUMENTS

A G E N D A:

1. Minutes of the Monday, October 02, 1989 meeting of the Transport and Environment Committee

MANAGER OF PURCHASING

2. Purchase of One (1) Compact Pickup Truck, Central Garage
3. Printing Parking Infractions Notices, Traffic Department

DIRECTOR OF PUBLIC WORKS

4. B. A. Court Yard Access - Channelization on Rymal Road

A large, handwritten mark in blue ink, resembling a stylized letter 'H' or 'I' with a horizontal bar.

ACTING CITY SOLICITOR

5. Garbage Collection Agreement 1150 Limeridge Road East Municipal Non-Profit (Hamilton) Housing Corporation

COMMISSIONER OF ENGINEERING

6. Inadvertent Encroachment Agreements
7. Landscaping Encroachment Agreement - Dofasco Inc.
8. Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road
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DIRECTOR OF TRAFFIC SERVICES

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KEEP HAMILTON CLEAN COMMITTEE

29. Sanitation By-law Officer - Public Works Department

DELEGATIONS

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- (b) By-law to Incorporate Block 81, Plan 62M-616 into Brigade Drive
- (c) By-law to Incorporate Parts 1 and 2, Plan 62R-10286 into Fieldway Drive

Monday, October 02, 1989
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman D. Christopherson, Acting Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman V. Agro
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman B. Hinkley
Alderman G. Copps
Alderman T. Murray
Mr. L. Sage, Chief Administrative Officer
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Watson, Property Department
Mr. M. Main, Director of Traffic Services
Mr. T. Bradley, Manager of Purchasing
Mr. T. Gill, Engineering Department
Mr. V. Terluk, Engineering Department
Mrs. D. Buist, Police Department
Mrs. B. Price, Hamilton Safety Council Liaison
Ms. Wilson, Hamilton Board of Education

Regrets: Alderman H. Merling (Vacation)
Alderman D. Drury (Vacation)

The minutes of the September 18, 1989 meeting of the Transport and Environment Committee were amended to show Alderman T. Jackson present.

Amendment to Minutes
- Alderman T. Jackson
Present

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads:

Supply and Delivery of
Adjustable Face Traffic
and Pedestrian Signal
Heads

That purchase orders be issued for the supply and delivery of Adjustable Face Traffic and pedestrian Signal Heads, Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders as follows:

Fortran, Scarborough

Approximately 50 Adjustable Face Non-Ferrous Pedestrian Signal Heads	\$190 each
---	------------

Econolite, Scarborough

Approximately 50 Adjustable Face Polycarbonate Traffic Signal Heads	\$230 each
--	------------

Provincial sales tax extra at 8%

- NOTE: 1. Lowest of two (2) tenders received.
2. Lowest of three (3) tender received. Funds provided in
Signals Material Account No. Ch56152 75999

Expropriation of Land
required for the extension
of Forbes Avenue

The Committee approved the following recommendation of the Director of Property respecting the Expropriation of Land required for the extension of Forbes Avenue:

- (a) That the Director of Property be authorized to negotiate with the following owners for acquisition of a portion of their lands required for the extension of Forbes Avenue in the Blossom Estates Subdivision, in order to implement the approved Kernighan Neighbourhood Plan. The necessary expenditures are to be charged to Account No. CH5X003 00102.

Roman Catholic Separate School Board
90 Mulberry Street

Part 2, Plan 62R-10161

Ms. Stefana Russo
Ms. Paola Pasinato
201 Stone Church Road West

Part 3, Plan 62R-10161

Mr. & Mrs. Janko Vranesevich
347 Queen Victoria Drive

Part 4, Plan 62R-10161

Bernardo DiVincenzo
Luigi DiVincenzo
Frank Testa
c/o Mr. Nick Zaffiro
Agro, Zaffiro, Parente,
Orzel & Baker
100 Main Street East

Part 5, Plan 62R-10161

- (b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before January 17, 1990, the City Solicitor be authorized and directed to initiate expropriation proceedings, and, the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to Account No. CH5X003 00102.

Sanexen International
Decontamination of Low
Level PCB's for Hamilton
Hydro

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Sanexen International Decontamination of Low Level PCB's for Hamilton Hydro:

- (a) That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:
1. The City of Hamilton has no objection to Sanexen International Inc. carrying out PCB decontamination of 10,000 litres of PCB contaminated transformer oil at Hamilton Hydro's 416 Aberdeen Avenue facility in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;
 11. If provision has not been made by the MOE to advise the area residents of the proposed work to be carried out at 416 Aberdeen Avenue, Sanexen International Inc. will carry out the necessary notification of area residents; and

- iii. The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that he proposed work can be carried out as scheduled.
- (b) That Sanexen International Inc. be permitted to park the two PCB Decontamination Trailers in the alley between Homewood Avenue and Aberdeen Avenue from Dundurn Street to 150 feet easterly.
- (c) That the City of Hamilton Traffic Department be requested to provided appropriate traffic control standards for this project.

The Committee consented to deal with an added item submitted by Alderman Cooke respecting a proposal by Hotz and Sons Company to establish and operate a transfer and material recovery station at Landsdowne Avenue in Hamilton.

Hotz and Sons Company

Alderman Hinkley expressed concerns about the noise and truck routes, fencing and what liquids and/or chemicals would be brought into the area. He stated that he felt uncomfortable with approving this item before he had an opportunity to review it carefully.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Cooke that the staff recommendation be approved subject to either Ward 3 Aldermen being able to call a special meeting of the Transport and Environment Committee prior to City Council in order to express their concerns.

The following recommendation of the Commissioner of Engineering respecting this matter was approved with the amendment to show "from within Hamilton-Wentworth Region" in subsection (a).

That the Local Approvals branch of the Ministry of the Environment be informed that:

- (a) The City of Hamilton supports the proposal of Hotz and Sons Company to establish and operate a Transfer and Materials Recovery Station at 30 Landsdowne Avenue in Hamilton for purposes of receiving, segregating, recycling and disposing various industrial non-hazardous wastes from within the Hamilton-Wentworth Region, provided that all By-laws and environmental and operational safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry of the Environment, City of Hamilton, and Regional Government.
- (b) The City of Hamilton is of the opinion that if all the By-laws are complied with, that an Environmental Assessment Hearing is not necessary. However, should the Minister of the Environment or his official representative deems a hearing to be necessary, the City will support his wishes.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Temporary Street Closure for the Annual Santa Claus Parade:

Temporary Street
Closure for the
Annual Santa Claus
Parade

Con't

Temporary Street
Closure

That the closure of Catherine Street South from Main Street East to King Street East from 9:45 a.m. to 12:00 noon on Saturday, November 18, 1989, in order that the Hamilton Santa Claus Parade Committee may hold a Santa Claus Parade be approved during the pleasure of City Council provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$2 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event.
- (f) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- (g) That all property owners and tenants along the closed portion of the route be notified of the parade by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

Additional Cost Sharing
for Gurnett Estates
Phase 3

The Committee approved the following recommendation of the Commissioner of Engineering respecting Additional Cost Sharing for Gurnett Estates - Phase 3:

- (a) That the City's share of the cost of catchbasins, curbs, sidewalks and final roads for "Gurnett Estates - Phase 3" be increased by \$7 250 to \$72 018.04; and
- (b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

Additional Funds for
Mountain Park Avenue
Bridge Reconstruction

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request for Additional Funds for Mountain Park Avenue Bridge reconstruction:

- (a) That an amount of \$30 000 be approved for additional work for the reconstruction of the Mountain Park Avenue Bridge over the Sherman Cut.

- (b) That the Co-ordinating Committee recommend the method of financing the additional cost.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Temporary Street Closure for a Ribbon Cutting Ceremony on King William Street:

Temporary Street
Closure for a Ribbon
Cutting Ceremony on
King William Street

That the action of the Commissioner of Engineering in approving to the application of Craig Rosalt on behalf of the Amity/Goodwill Industries to close King William Street, between Wellington Street and Ferguson Avenue, from 2:30 p.m. to 4:00 p.m. on Monday, October 2, 1989, in order that The Amity Goodwill Industries could hold a ribbon cutting ceremony be approved during the pleasure of City Council provided:

- (a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- (b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department on the affected roadways, at the expense of the organizing group;
- (c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;
- (d) That the applicant provide proof of \$1 000 000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;
- (e) That the applicant reimburse the Regional Police, Department of Engineering, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event.
- (f) That no property owner or resident within the barricaded area will be denied access to their property upon request.
- (g) That all property owners and tenants along the closed portion of the route be notified of the ceremony by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Fencing of a Public Walkway - 50 Fiona Crescent:

Fencing of a Public
Walkway - 50 Fiona
Crescent

- (a) That one-half of the cost of a board fence up to a maximum of \$800 being one-half the estimated cost of a 1.5m chain link fence, be reimbursed to Mr. G. W. Shaw, the owner of 50 Fiona Crescent, upon satisfactory erection of the fence and submission of the paid invoices.

- (b) That the Co-ordinating Committee recommend the method of financing.

Incorporation of Land
into Queen Victoria

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Land into Queen Victoria Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 19, Plan 62R-6257 into Queen Victoria Drive.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth. The City of Hamilton is the owner of Part 19, Plan 62R-6257 and it is necessary that this part be incorporated into Queen Victoria Drive to provide access to and from a recently registered subdivision abutting and to the east (commonly known as Loconder Gardens) registered as Plan 62M-572.

Incorporation of Land
into Quaker Crescent

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Land into Quaker Crescent:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 20, Plan 62R-6257 into Quaker Crescent.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth. The City of Hamilton is the owner of Part 20, Plan 62R-6257 and it is necessary that this part be incorporated into Quaker Victoria Drive to provide access to and from a recently registered subdivision abutting and to the east (commonly known as Loconder Gardens) registered as Plan 62M-572.

Incorporation of Land
into RoyalVista Drive
and Rita Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Land into RoyalVista Drive and Rita Avenue:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 3, Plan 62R-9377, part of Part 2, Plan 62R-9377 fronting lots 17, 18, 19, 20, 21, 22 and 23 on Plan 62M-605 and Part 2, Plan 62R-9553 fronting lots 17, 24, 25, 26, 27 and Block 28 on Plan 62M-605 into RoyalVista Drive and Rita Avenue respectively.

NOTE: All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth. The City of Hamilton is the owner of all of Parts 2 and 3 on Plan 62R-9377 and Part 2 on Plan 62R-9553. At present, most of these 0.300 metre unincorporated reserves, block access between newly registered subdivision plan 62M-605 known also as Bentwood Place and abutting streets Rita Avenue and RoyalVista Drive.

Inadvertent Encroach-
ment Agreements

The Committee approved the following Applications for Inadvertent Encroachment Agreements:

105 Aberdeen Avenue

- (a) 105 Aberdeen Avenue, Date of report, September 18, 1989, File No. T103-50(790)

- (b) 423 Cumberland Avenue, Date of report, September 19, 1989, File No. T103-50(727)
- (c) 35 Baker Street, Date of report, September 21, 1989, File No. T103-50(733)

423 Cumberland Avenue

35 Baker Street

With respect to an item dealing with the policy for Banner Installation, it was agreed by the Committee that reference to charitable, community or philanthropic undertakings or events be re-inserted in the conditions and requirements for banner installations across Main Street as originally approved by City Council on October 29, 1985 in adopting Section 27 of the EIGHTEENTH Report of the Transport and Environment Committee.

Policy for Banner Installation

With respect to the Royal Bank Banner that had been installed and then taken down from the banner poles on Main Street in front of City Hall, it was moved by Alderman Smith seconded by Alderman Agostino that the Royal Bank be refunded all but 1/7th of its initial expenditure for this project, due to the fact that the banner was on display across Main Street for one day. Carried.

Royal Bank Banner

The Committee approved the following Banner Display Applications:

Banner Display Applications

- (a) The Children's Aid Society of Hamilton-Wentworth - Monday, May 7, 1990 to May 14, 1990.
- (b) The Winona Peach Festival - Monday, August 20, 1990 to Monday, August 27, 1990.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request for the prohibition of the Sounding of Railway Engine Whistles at Level Crossings:

Request for the prohibition of the Sounding of Railway Engine Whistles at Level Crossings

That CP Rail be requested to agree to a prohibition of the sounding of railway engine whistles at the Camco Siding crossing of the Highway 403 ramps west of Aberdeen Avenue and Longwood Road, and Greenhill Avenue south of King Street, Welland Subdivision, mileage 31.97.

The Committee approved the following recommendation of the Director of Traffic Services respecting Intersection Control:

Intersection Control

- (a) That northbound and southbound traffic on Ironwood Crescent/Rutledge Court be required to stop for eastbound and westbound traffic on Independence Drive; and
- (b) That northbound traffic on Rupert Court be required to stop for eastbound and westbound traffic on Rushdale Drive; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearances at the intersection of Jay Street and Goldfinch Road:

Corner Clearances at the intersection of Jay Street and Goldfinch Road

- (a) That a no stopping regulation be implemented on the north side of Jay Street from Goldfinch Road to a point 58 feet easterly therefrom; and
- (b) That a no stopping regulation be implemented on the north side of Jay Street from Goldfinch Road to a point 50 feet westerly therefrom; and
- (c) That City Traffic By-law 89-72 be amended accordingly.

Extension of a Corner Clearance at the East side of Princeton Drive south of Morningside Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting the Extension of a Corner Clearance at the East side of Princeton Drive south of Morningside Drive:

- (a) That the existing 25 foot no stopping regulation on the east side of Princeton Drive, south of Morningside Drive be extended such that the regulation extends to a point 99 feet south of Morningside Drive and
- (b) That City Traffic By-law 89-72 be amended accordingly.

School Traffic Officer - Susan Drive and Upper Horning Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the Intersection of Susan Drive and Upper Horning Drive:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Susan Drive and Upper Horning Road at this time.

Application for a Time Limit Exemption Permit at 160 Market Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an Application for a Time Limit Exemption Permit at 160 Market Street:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Mr. Drumm, 2005 - 160 Market Street.

Parking Regulations on the southside of Morley Street, east of Parkdale Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the Southside of Morley Street, East of Parkdale Avenue:

- (a) That a parking prohibition be implemented on the south side of Morley Street commencing at a point 185 feet east of Parkdale Avenue and extending to a point 176 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

Loading Zone at 139 Rebecca Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a Request for a Loading Zone at 139 Rebecca Street:

- (a) That parking be prohibited on the north side of Rebecca Street from 237 feet east of Mary Street to a point 57 feet easterly therefrom; and
- (b) That City Traffic By-law 89-72 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting the Purchase of Regional Road "No Passing Zone" Measuring Equipment:

That the Traffic Department be authorized to purchase electronic measuring equipment for the evaluation of "No Passing Zones" painted on the roadway to a maximum cost of \$35 250, subject to the full cost of the equipment being recovered in 1989 from the Region.

Purchase of Regional Road "No Passing Zone" Measuring Equipment

Alderman Hinkley advised the Committee that he had received an increased number of complaints regarding the number of private Hydro Lines that had been being torn down by trucks using residential Streets.

Private Hydro Lines

After considerable discussion it was by Alderman Ross seconded by Alderman Cooke:

That Hamilton Hydro be requested to regularly inspect residential streets in the City of Hamilton, for hydro lines that do not meet the minimum 18 foot height requirement as specified in the City of Hamilton Streets By-law 86-77.

An item respecting garbage pickup at restaurants, fast food stores and other food handling operations, was tabled at the request of Alderman Hinkley.

Garbage pickup at restaurants, fast food stores and other food handling operation - tabled

With respect to an item brought forward by Alderman Hinkley dealing with reduced speed limits in school areas, it was moved by Alderman Cooke seconded by Alderman Agro that staff be directed to come back with a report which addresses the success of similar programs in other cities as well as including the comments from local school traffic officers. Carried.

Reduced Speed Limits in School Areas

The Committee welcomed a delegation respecting the proposed Alley Closure of the First Alley North of McAnulty Boulevard from the West side of Kenilworth Avenue North to the North/South Alley.

Proposed Alley Closure of the First Alley North of McAnulty Boulevard from the West side of Kenilworth Avenue North to the North/South Alley

Mr. and Mrs. Fowler of 433 Kenilworth Avenue appeared before the Committee as the Applicants for the Alley Closure Mr. Ted Holidroski of 22 Stapleton Avenue and Mr. Peter Beghan of 471 Kenilworth Avenue appeared before the Committee in opposition to the proposed closure.

After considerable discussion, it was moved by Alderman Ross seconded by Alderman Smith:

- (a) 1. That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act, R.S.O. 1980 for an order to stop-up and close the first alley north of McAnulty Boulevard from the west side of Kenilworth Avenue North to the North/South alley.

- ii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
 - iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.
 - iv. That the applicant register a reference plan under the Registry Act said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the regional surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
 - v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
 - vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.
 - vii. That the Director of Property be authorized to convey the 1' Reserve adjacent to the south limits of municipal number 433 Kenilworth Avenue North to the abutting owner;
- (b) Provided the Judge's Order to close the highway is granted:
- i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).
 - ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

The following bills were introduced:

- Bills
- (a) By-law to close a portion of Rupert Court shown as Parts 1, 2 and 5 on Plan 62R-10430, and to authorize the sale of Parts 1 and 2 on Plan 62R-10430
 - (b) By-law to designate Parts 4 and 5, Plan 62R-10430, Part of Rupert Court Extension, as a Public Walkway and To Repeal By-law No. 89-239
 - (c) By-law to close and retain Holly Avenue, from McAnulty Boulevard to the C.N.R. right-of-way shown as Parts 1 to 5 on Plan 62R-10453
 - (d) By-law to close and retain a portion of Beach Road in area of CN/CP Industrial Lead Crossing shown as Parts 1, 2 and 3 on Plan 62R-9714

(e) By-law to Incorporate Part 1, Plan 62R-10545 into Albright Road

There being no further business the meeting was adjourned.

Adjournment

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN D. CHRISTOPHERSON, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Tuesday, October 10, 1989
6:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met in Special Session to reconsider the proposed Hotz and Sons Transfer and Materials Recovery Station at 30 Landsdown Avenue in Hamilton.

There were present: Alderman D. Drury, Acting Chairman
Alderman T. Cooke
Alderman V. Agro
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Mr. L. Sage, Chief Administrative Officer
Mr. T. Gill, Engineering Department
Mr. V. Terluk, Engineering Department
Mr. M. Main, Director of Traffic Services
Mr. E. Kowalski, Director of Community Development
Mr. W. V. Hilson, Hotz and Sons
Mr. Lawrence Russell, Hotz and Sons
Mr. Hang Lim, Ministry of the Environment

Regrets: Alderman H. Merling (Vacation)
Alderman D. Christopherson (Vacation)
Mayor R. M. Morrow (Civic Business)

It was moved by Alderman Smith seconded by Alderman Cooke that Alderman Drury be appointed Acting Chairman in the absence of the Chairman and Vice-Chairman of the Transport and Environment Committee. Carried.

With respect to the proposed transfer and materials recovery station at 30 Landsdown Avenue in Hamilton, by Hotz and Sons, it was moved by Alderman Agostino seconded by Alderman Smith:

That section four of the SIXTEENTH Report of the Transport and Environment Committee, be amended by adding subsection (c) as follows:

- (c) That approval be granted for a six-month trial period.
Carried.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED.

Robert C. Prowse,
Secretary

ALDERMAN D. DRURY, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Acting Chairman -
Alderman D. Drury

Hotz and Sons

Adjournment

FOR ACTION

2.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

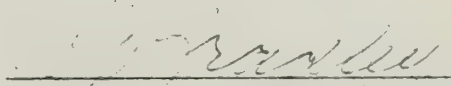
DATE: 1989 October 3
COMM FILE:
DEPT FILE: T4-57-89

SUBJECT: PURCHASE OF ONE (1) COMPACT PICKUP TRUCK, CENTRAL GARAGE

RECOMMENDATION:

That a purchase order be issued to Holland Chevrolet Oldsmobile Inc., Burlington, in the amount of \$15,136.20 for the purchase of One (1) Compact Pickup Truck, Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Automotive Equipment-Traffic outside Operations-General Activity Account #CH58002 75120.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

Holland Chevrolet Oldsmobile Inc., Burlington	\$15,136.20
Robert Slessor Pontiac Buick Inc., Grimsby	15,168.76
Nethercott Chevrolet Oldsmobile Inc., Hamilton	15,603.84
Johnston Motor Sales, Hamilton	17,247.60

FOR ACTION

3.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

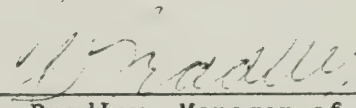
DATE: 1989 October 18
COMM FILE:
DEPT FILE: T17-7-89

SUBJECT: PRINTING PARKING INFRACTION NOTICES, TRAFFIC DEPARTMENT

RECOMMENDATION:

That a purchase order be issued to R. L. Crain Inc., Burlington, in the amount of \$16,392.31 plus 8% sales tax, for the printing of Parking Infraction Notices, Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of five (5) tenders received. Funds provided in Operating Supplies Account #CH56103 75020.


T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

BACKGROUND: Tender Analysis

R. L. Crain Inc., Burlington	\$16,392.31
Moore Business Forms, Burlington	16,969.92
Drummond Business Forms, Burlington	17,628.82
Data Business Forms, Burlington	18,138.21
Southam Paragon Graphics, Mississauga	19,970.01

Provincial sales tax extra at 8%

FOR ACTION

4.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

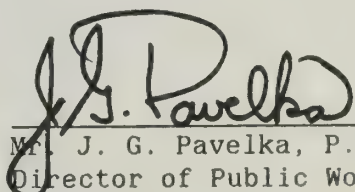
FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 October 10
COMM FILE:
DEPT FILE: 89-1030

SUBJECT: B. A. Court Yard Access -
Channelization on Rymal Road

RECOMMENDATION:

- (a) That the City and Region equally share the \$100,000 cost of channelizing Rymal Road to allow safe and efficient access from the new B. A. Court Yard.
- (b) That the Co-ordinating Committee be requested to recommend the method of financing the City's share of this cost - estimated to be \$50,000.


Mr. J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The cost of this channelization work is estimated to be \$100,000 of which the City is expected to pay 50% or \$50,000.

BACKGROUND:

The construction of the B. A. Court Yard, 308 Rymal Road East, is nearing completion and staff will be moving into the facility later this fall.

Recognizing that Rymal Road is only a two lane facility (one lane in each direction) and that several hundred vehicle trips will be generated from the new yard daily, especially during snow storms, channelizing of Rymal Road to provide a left turning lane and a right turning lane to minimize traffic disruption along Rymal Road was designed.

If the redevelopment were initiated by a private developer, the Region would have required the Developer to pay all costs because the redevelopment is generating the problem.

However, the channelization will benefit both the City by making provision for the turning vehicles and the Region by minimizing disruption to operations being performed by Public Works for the Region on Regional Roads. Therefore, it is reasonable that there should be a cost-sharing for the channelization. Accordingly, it is recommended that each organization should equally cost share the channelization.

The cost estimate and the attached functional plan were developed by the Region in recognition of the amount of traffic on Rymal Road and the absolute need to have our vehicles on the road quickly and safely.

JGP/DH/
attach.

c.c. Mr. I. R. Hammel, Manager of Budgets
Attn: Mr. B. Hotrum, Supervisor, Capital Budget
Mr. S. Spencer, Commissioner of Engineering
Attn: Mr. T. Gill, Director of Engineering Planning
Attn: Mr. G. S. Aston, Planning Manager

MR. J.J. SCHATZ, SECRETARY, CO-ORDINATING COMMITTEE

RYMAL ROAD

**PROPOSED ENTRANCE IMPROVEMENTS
FOR DISTRICT YARD**

PREPARED BY TRANSPORTATION DEPARTMENT

MARCH 2, 1987

SCALE 1" = 40'

RYMAL ROAD
PROPOSED ENTRANCE IMPROVEMENTS
FOR DISTRICT YARD
PREPARED BY TRANSPORTATION DEPARTMENT
SCALE 1" = 40'
MARCH 2, 1987

PROPOSED PAVEMENT

TYPICAL CROSS - SECTIONS

FOR ACTION

5.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R.A. Hooker
Acting City Solicitor

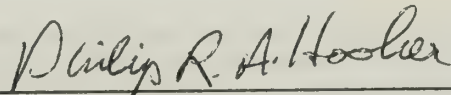
DATE: 1989 October 4
COMM FILE:
DEPT FILE: 1-44/89.04

SUBJECT: Garbage Collection Agreement 1150 Limeridge Road East
Municipal Non-Profit (Hamilton) Housing Corporation

RECOMMENDATION:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Municipal Non-Profit (Hamilton) Housing Corporation for the collection of garbage at 1150 Limeridge Road East.

This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. This City's Garbage By-Law No. 66-182 provides for such collection.



P.R.A. Hooker
Acting City Solicitor

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A) N/A

BACKGROUND:

The Applicant Municipal Non-Profit (Hamilton) Housing Corporation have asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-Law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents; an agreement which has been executed by the Applicants. Mr. Simpson, the City Clerk, has informed us that the Applicant has sufficient insurance.

cc. Mr. J. Pavelka, Director Public Works
Attention : Mr. D. Lobo
Mr. E. Kowalski, Director Community Development
Attention : Mr. B. Janssen

6.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: October 12, 1989
COMM FILE: 3-115
DEPT FILE: T103-50
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreements


RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".



G. S. Spencer
Commissioner of Engineering

-Page 2-

October 12, 1989

Cont'd

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "A"

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
126 Catharine Street South	Landscaping 1'2" X 6'0" wood planters 8'9" X 13'1" 5'7" X 14'2"	Mr. F. Martin	\$125.00 - \$20.00	T103-50(747)
51 Clyde Street	Concrete Step 0'6" X 4'1"	Mr. D. Ray	\$125.00 - \$20.00	T103-50(743)
141 Ferrie Street East	Concrete Step 0'9" X 5'2"	Mr. M. Durward	\$125.00 - \$20.00	T103-50(771)
142 & 144 Glendale Avenue N.	Wood Steps 1'3" X 3'9" 0'8" X 3'9"	Mr. J. McLaren	\$165.00 - \$40.00	T103-50(788)
2301 King Street East	Concrete wheelchair 8'4" X 22'3" ramp on Glencarin Avenue	Mr. A. McLeod	\$125.00 - \$20.00	T103-50(706)
23 Murray Street West	Wood steps 2'4" X 2'10"	Mr. J. Steadman	\$105.00 - \$20.00	T103-50(745)
70 William Street	Concrete veranda 1'4" X 7'3"	Mr. N. Zaffino	\$125.00 - \$20.00	T103-50(766)
139 Young Street	Concrete steps 3'0" X 5'2"	Mr. T. Gorman	\$125.00 - \$20.00	T103-50(770)
139 Connon Street East	Brick Building 0'2" X 12'6"	Mr. M. MacPherson	\$125.00 - \$20.00	T103-50(794)
23 Huron Street	Porch, Awing and steps 1'4" X 12'6"	Mr. B. Dunphy	\$125.00 - \$20.00	T103-50(759)

7.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 16 October 1989
COMM FILE:
DEPT FILE: T103-50(812)
ID Jackie

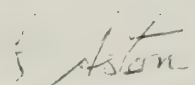
SUBJECT:

Landscaping Encroachment Agreement
North Side of Beach Road - Kenilworth Avenue to Burlington Street

RECOMMENDATION

That the application of Dofasco Inc., the present owner of the property to place landscaping consisting of earth berms and spruce trees on the boulevard of Beach Road from Kenilworth Avenue easterly be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- c) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd

-Page 2-
1989 October 16

Landscaping Encroachment Agreement
North Side of Beach Road - Kenilworth Avenue to Burlington Street

Cont'd

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

Dofasco has proposed the landscaping to screen their truck servicing yard from the homes on the south side of Beach Road.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:ja

cc: L. Farr, City Solicitor's Department

8.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: August 14, 1989
COMM FILE: 3-11.6
DEPT FILE: T103-54
ID#0245

SUBJECT:

Request for authorization to remove a private retaining wall from a public walkway abutting 51 Lynwood Road.

RECOMMENDATIONS:

- a) That in the event the owners of 51 Lynwood Road do not remove the timber tie retaining wall encroaching on the public walkway between Lynwood Road and Farmer Court or repair the retaining wall and enter into an encroachment agreement within thirty days upon receiving notice to do so, then the Director of Public Works be authorized and directed to remove the encroachment from the public walkway.
- b) That all costs associated with the work be recovered as taxes to the property.

G. S. Spencer

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS:

The estimate of cost to remove the existing retaining wall and replace it with a stone wall is \$3,000.00.

Cont'd...

Page 2
August 14, 1989

TRANSPORT AND ENVIRONMENT COMMITTEE

Cont'd...

BACKGROUND:

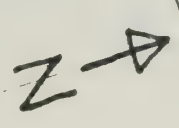
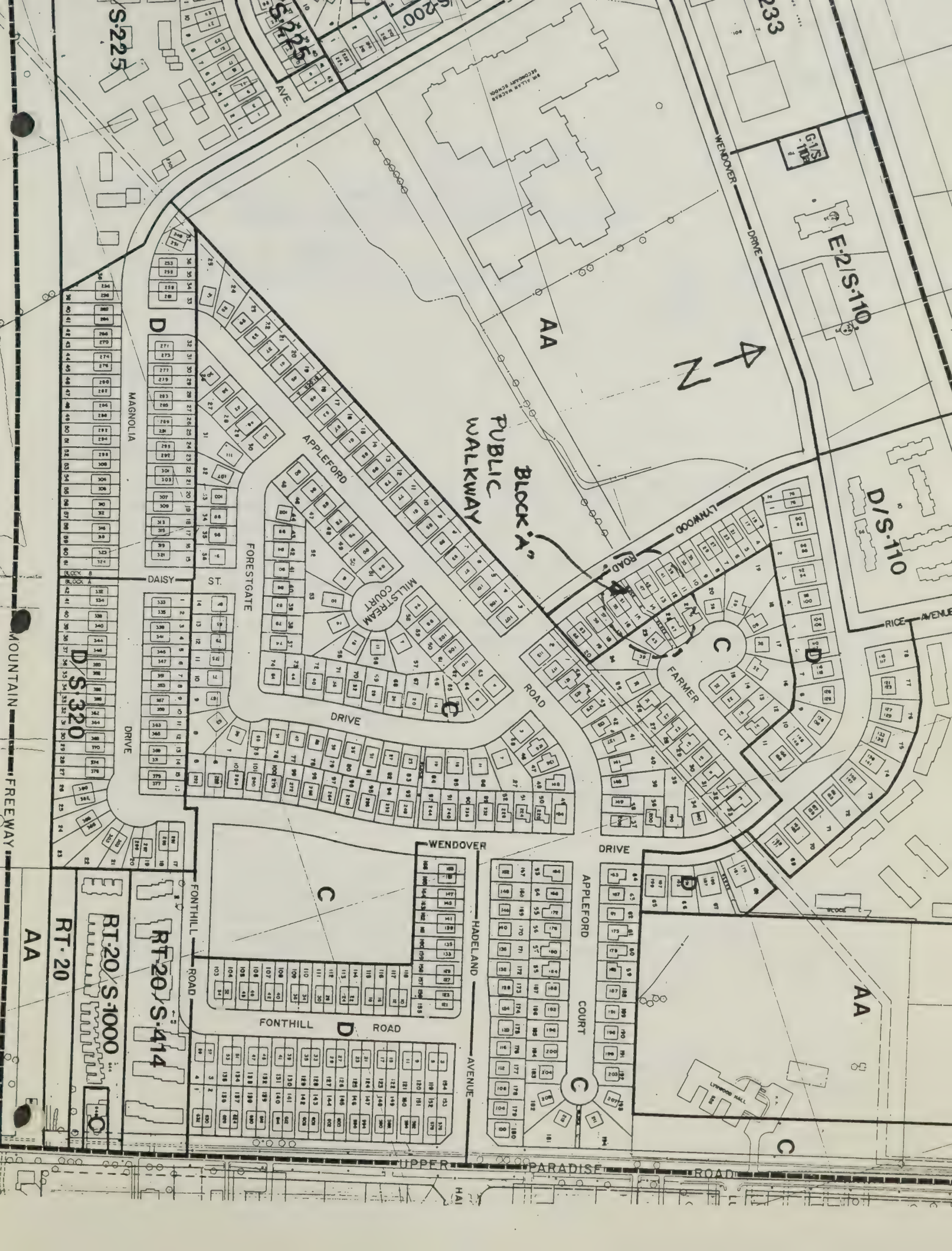
On May 19, 1989 a registered letter was sent to Mr. and Mrs. W. Chontos, 51 Lynwood Road, requesting them to remove the timber tie retaining wall which is encroaching on the public walkway adjacent to their home. The retaining wall is in need of repair and may present a hazard to pedestrians. The location of the walkway is shown on the attached plan. The walkway is shown as Block A, Plan M-159. Block A was dedicated to the City by the Developer of the Chedoke Farm (Phase 4) on April 30, 1975 as a walkway. A walkway was constructed on Block A during 1976. The City or Region did not build or have the retaining wall built. It appears that the original owners of 51 Lynwood Road may have built the retaining wall to increase the size of their driveway and backyard area.

The current owners are not willing to repair the wall or remove it from the walkway since they did not construct it. However, the City Solicitor has advised that this argument is irrelevant since they are maintaining or permitting the encroachment on the walkway. Under Section 9 of the City Streets By-Law 9329, the owner cannot maintain or permit the erection or maintenance of an encroachment on a highway. If they are not maintaining or permitting the encroachment to remain, they would have removed the encroachment.

Since the City may be liable as owner of Block A if someone is injured by tripping over the retaining wall, the encroachment should be repaired and legalized by an agreement or removed from the walkway.

RPM:cr
attach.

cc: L. E. Farr
City Solicitor's Department
Your file 1-4.0(c)
60-10/89.2
cc: J. G. Pavelka
Director
Public Works Department
cc: E. C. Matthews
City Treasurer



AA

BLOCK "A"
PUBLIC WALKWAY

D/S-110

E-2/S-110

233

G-1/S-105

S-225

S-225

S-200

MAGNOLIA

DAISY ST.

DRIVE

D/S-320

RT-20/S-414

RT-20/S-1000

RT-20

AA

WENDOVER

HADELAND

AVENUE

FONTHILL

ROAD

APPLEFORD COURT

DRIVE

UPPER PARADISE ROAD

LYNWOOD MALL

9.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

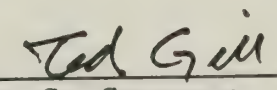
DATE: September 22, 1989
COMM FILE:
DEPT FILE: 806-46
ID# karen

SUBJECT:

Extension of Fieldway Drive

RECOMMENDATION:

- a) That the Property Department be directed to acquire all lands required for the establishment of Fieldway Drive extension from Fieldway Drive to Millwood Place.
- b) That A. J. Clarke and Associates be retained to provide a survey plan of all properties required.
- c) That upon acquisition of the required lands, the City Solicitor's Department be directed to prepare a by-law for the establishment and laying out of Fieldway Drive as a public highway excepting a 1' reserve along both sides of the highway and for the establishment and laying out of a public walkway from Millwood Place to Fieldway Drive South.
- d) That upon acquisition of the required lands, A. J. Clarke and Associates be retained to prepare construction drawings for the required municipal services and upon completion, the Commissioner of Engineering be authorized to construct the required municipal services.
- e) That all costs for this project including land, consultant's fees, construction and overhead but excepting the costs of the public walkway be charged against the 1' reserves and recovered at the time of development of the abutting lands in accordance with standard subdivision policies. The cost of the walkway to be charged to the Hamilton Board of Education and the abutting lands in accordance with standard subdivision policies.



G. S. Spencer
Commissioner of Engineering

Cont'd

-Page 2-
September 22, 1989

Extension of Fieldway Drive

ORIGIN

A. J. Clarke and Associates, on behalf of four of the owners of land required for the extension of Fieldway Drive, have requested the City for assistance in co-ordinating the establishment of Fieldway Drive and thus allow the development of approximately twenty-one building lots and an apartment block in accordance with the approved neighbourhood plan.

CURRENT STATUS

The approved neighbourhood plan proposes that Fieldway Drive be connected to Millwood Place. The length of roadway required is approximately 220 m. The lands required are presently owned by nine different owners including the City. Four of the owners have indicated they are prepared to proceed with the development. To expedite the development of lands the City could initiate acquisition of the land and construction of the facilities required and recover all costs through the mechanism of 1' reserves as the lands develop.

As A. J. Clarke and Associates have already been retained by the owners it is proposed that they continue to function as the consultant for the project.

It would also be desirable at the time of construction of the roadway to construct the proposed public walkway from Millwood Place southerly to Fieldway Drive South.

GA:klv

F O R A C T I O N

10.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

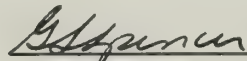
DATE: 1989 October 12
COMM FILE:
DEPT. FILE: T103-40
ID Jackie

SUBJECT

Assumption of Alley as a condition of approval of ZA-89-49 (Robinson Funeral Home).

RECOMMENDATIONS

- a) That the City Solicitor be directed to prepare a By-law to establish and open the alley located north of and adjacent to Wellington Park from Wellington Street easterly to the west limit of the first north-south alley.
- b) That Trillium Funeral Service Corporation be permitted to construct at its expense concrete pavement and any necessary drainage works upon the alley to the satisfaction of the Commissioner of Engineering.
- c) That this alley be operated one-way easterly.
- d) That the City Traffic By-Law 89-72 be amended accordingly.



G.S. Spencer, P. Eng.
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Cont'd...

-Page 2-
1989 October 12

Assumption of Alley as a condition of approval of ZA-89-49 (Robinson Funeral Home).

Continued

BACKGROUND

Trillium Funeral Service Corporation, the owners of Robinson Funeral Home located at 16-20 Wellington Street North, have requested the City to assume part of the alley located between their property and Wellington Park to guarantee access to their property.

Trillium Funeral Service Corporation has proposed the construction of a new Funeral Home on their property. On August 16, 1989 the City's Planning and Development Committee recommended approval of their application ZA-89-49, subject to one-way easterly operation of the adjacent unassumed alley to improve access to their parking lot.

Trillium Funeral Service Corporation, through their agent Torsney Graff Architects Incorporated agreed to pay for any paving and drainage work necessary for the assumption of the alley way. The paving of the alley will be done after the new Funeral Home is completed, so to prevent damaging the pavement during construction.

We have reviewed this proposal with the Traffic Department and both Departments find it acceptable.

TS:ja

cc: M. Main, Traffic Department
Att: M. Hazel

F O R A C T I O N

11.

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 October 5
COMM FILE: 3-11.9.12
DEPT. FILE: T103-23(2)
ID# joanne

SUBJECT

Temporary Street Closure for a Road Race
Saturday October 28, 1989 (9:00 a.m. to 1:00 p.m.)

RECOMMENDATION

That the action of the Commissioner of Engineering in authorizing:

The application of the Hamilton Harriers to temporarily close Jackson Street East between James Street South and Hughson Street South on Saturday October 28, 1989 from 9:00 a.m. to 1:00 p.m. to hold a Road Race subject to the following conditions:

- a) That the applicant receive a "Temporary Street Closure Application" approval form the Regional Police Department, Traffic division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;
- b) That temporary road closure signs be installed one week in advance by the City of Hamilton Traffic Department, on the affected roadways, at the expense of the organizing group;
- c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the Region;
- d) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;
- e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

Continued ...

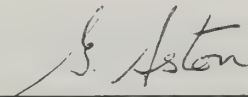
-Page 2-
1989 October 5

Street Closure for a Road Race
Saturday, October 28, 1989 (9:00 a.m. to 1:00 p.m.)

Continued ...

- f) That no property owner or resident within the barricaded area be denied access to their property if requested.
- g) That all property owners and tenants along the closed portion of the route be notified of the road race by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Engineering.

be approved.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

A request has been received from Ed Hicken , agent on behalf of Hamilton Harriers, to hold a road race on Saturday, October 28, 1989 from 9:00 a.m. to 1:00 p.m.

The race route includes 1 lane of City of Hamilton Streets, Hunter Street West, Caroline Street South and also Regional Roads for one lane on Main Street East, Main Street West and King Street East and 2 lanes on James Street South. A report to Regional Council is not necessary due to the fact that there will be no complete closures on Regional roads.

The Regional Police Department have reviewed the route of the race, and they indicate that appropriate traffic control and detour routes can be provided for the race.

The race is an annual event in the City drawing an elite international field of competitors.

JJC:jg

cc: Staff Sgt. Martin, Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. main, Director of Traffic Services

12.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 October 12
COMM FILE: 3-11.2
DEPT. FILE: T108-01
ID jackie

SUBJECT

1989 City of Hamilton Railway Rehabilitation Programme

RECOMMENDATIONS

- (a) That a purchase order be issued to Wooding-Railcar Limited in the amount of \$26,100 for the Kenora Avenue Railway Crossing Modules.
- (b) That a purchase order be issued to Epton Industries Limited in the amount of \$9,900 for the Nash Road rubber seals.
- (c) That a purchase order be issued to Public Works in the amount of \$12,000.
- (d) That the above expenditures be taken from the 1989 Specific Railway Maintenance account CH 57409 52010.



per G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above recommendations

BACKGROUND

Each year the Railways Staff along with Engineering Staff make arrangements to repair railway crossings in the City of Hamilton.

This year the work to be undertaken by the Canadian National Railways are at the following locations:

Cont'd

-Page 2-
1989 October 12

1989 City of Hamilton Railway Rehabilitation Programme

Cont'd

<u>Railway Company</u>	<u>Street</u>	<u>Locations</u>
CNR	Kenora Avenue	North of Barcroft
CNR	Nash Road	North of Barcroft

The Kenora Avenue crossing surface along with the ballast, ties and rails will be replaced with a Hi Rail rubber modular system.

The Nash Road crossing surface will be replaced with asphalt and the Epton rubber rail seals.

To complete this, work purchase orders are to be issued to the following:

<u>Company</u>	<u>Material</u>	<u>Cost</u>
Woodings -Railcar Limited	Rubber modules	\$26,100
Epton Industries Incorporated	Rubber seals	9,900
Public Works	Asphalt paving	12,000

JC:ja

13 (a)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

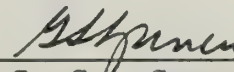
DATE: October 6, 19
COMM FILE:
DEPT FILE: S701-55
ID#0043D

SUBJECT:

To incorporate certain City lands into Malton Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Reserve "A", Registered Plan number 878 into Malton Drive.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Reserve "A", Registered Plan Number 878, and it is necessary that this reserve be incorporated into Malton Drive to provide access to and from a soon to be Registered Plan of Subdivision abutting and to the west commonly known as Abbey Hill Farm - Phase 1.

Handwritten initials
HMS:lj

ID lorie

13(b)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

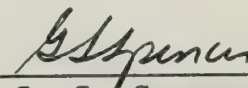
DATE: October 5, 19
COMM FILE:
DEPT FILE: S705-23
ID#0043D S701-35

SUBJECT:

To incorporate certain City lands into Eaglewood Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Parts 2,3,4 and 8, Plan 62R-9574 into Eaglewood Drive.



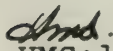
G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of the said Parts 2,3,4 and 8 and it is necessary that these parts be incorporated into Eaglewood Drive which together with Eaglewood Drive, Plan 62M-622 will provide the required final width of 20 metres.


HMS:lj

ID lorie

13a

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

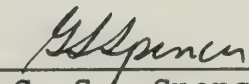
DATE: October 6, 19
COMM FILE:
DEPT FILE: S701-55
ID#0043D

SUBJECT:

To incorporate certain City lands into Alderson Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Reserve "B", Registered Plan number 970 into Alderson Drive.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Reserve "B", Registered Plan Number 970, and it is necessary that this reserve be incorporated into Alderson Drive to provide access to and from a soon to be Registered Plan of Subdivision abutting and to the west commonly known as Abbey Hill Farm - Phase 1.

~~Handwritten initials~~
HMS:lj

ID lorie

13cd

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

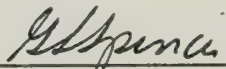
DATE: October 6, 19
COMM FILE:
DEPT FILE: S701-55
ID#0043D

SUBJECT:

To incorporate certain City lands into Christopher Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Reserve "A", Registered Plan number 970 into Christopher Drive.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Reserve "A", Registered Plan Number 970, and it is necessary that this reserve be incorporated into Christopher Drive to provide access to and from a soon to be Registered Plan of Subdivision abutting and to the west commonly known as Abbey Hill Farm - Phase 1.


HMS:lj

ID lorie

13ce)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

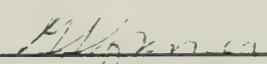
DATE: September 29,
COMM FILE:
DEPT FILE: S708-42
ID#0043D S701-35
 S708-44

SUBJECT:

To incorporate certain City lands into Rushdale Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 116, Plan 62M-528 into Rushdale Drive.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 116, Plan 62M-528 and it is necessary to incorporate this block into Rushdale Drive to provide access to and from the abutting subdivisions to the west, registered as plans 62M-409 and 62M-542.


HMS:lj

ID lorie

136

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

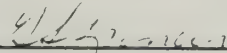
DATE: September 29,
COMM FILE:
DEPT FILE: S610-03
ID#0043D

SUBJECT:

To incorporate certain City lands into Chester Avenue.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 4, Plan 62R-10444 into Chester Avenue.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

There are no financial implications. Arthur Weisz Real Estate Limited conveyed Part 4 (road widening) to the City in accordance with the conditions set out by the Land Division Committee.

BACKGROUND

The City of Hamilton is the owner of Part 4, Plan 62R-10444 and it is necessary that this part be incorporated into Chester Avenue to provide direct access to and from parts 1 and 3 of said Plan 62R-10444 thereby lifting the subject clause referred to in the deed to the City, registered as Instrument No. 2784.


HMS:lj

ID lorie

13(9)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

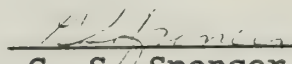
DATE: September 29,
COMM FILE:
DEPT FILE: S701-35
ID#0043D

SUBJECT:

To incorporate certain City lands into Charing Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 18, Plan 62M-382 into Charing Drive.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 18, Plan 62M-382 and it is necessary to incorporate this block into Charing Drive to provide access to and from the abutting subdivision to the south and west registered as plan 62M-409.


HMS:lj

ID lorie

13ch

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

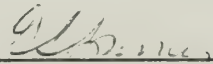
DATE: September 29,
COMM FILE:
DEPT FILE: S701-34
ID#0043D S701-35

SUBJECT:

To incorporate certain City lands into Benemar Court.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 24, Plan 62M-409 into Benemar Court.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 24, Plan 62M-409 and it is necessary to incorporate this block into Benemar Court to provide access to and from the abutting subdivision abutting to the west, registered as Plan 62M-431.


HMS:lj

ID lorie

13ci

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

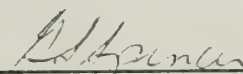
DATE: September 29,
COMM FILE:
DEPT FILE: S701-35
ID#0043D S708-42

SUBJECT:

To incorporate certain City lands into Rushdale Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Block 23, Plan 62M-409 into Rushdale Drive.




G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Block 23, Plan 62M-409 and it is necessary to incorporate this block into Rushdale Drive to provide access to and from the abutting subdivisions to the south and east registered as plans 62M-542 and 62M-528, respectively.


HMS:lj

14 (a)

F O R A C T I O N

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

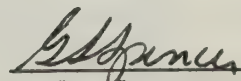
DATE: OCT. 12/89
COMM FILE: 3-11.4
DEPT FILE: S703-60
ID #1627 (97)

SUBJECT

Plan of Subdivision for "Cantelmi Court", Hamilton, located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood.

RECOMMENDATION

- a) That the submitted schedules for the estimated cost of services in "Cantelmi Court", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood. The total estimated cost of services for this development is \$50,937.99.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, 832200 Ontario Limited (Sol Frankel - President)
- c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- e) That the City Subdivision Agreement include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council policy.



G.S. Spencer
Commissioner of Engineering

Cont'd

-Page 2-
October 12, 1989

Plan of Subdivision for "Cantelmi Court", Hamilton, located west of Upper Ottawa Street and north of Rymal Road in the Templemead Neighbourhood.

Cont'd

FINANCIAL CONSIDERATIONS

The Subdivider is to pay the total cost of the municipal services to be installed for this development. The estimated cost for services is \$50,937.99.

BACKGROUND

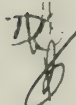
Clause 8(b) of the Third Report of the Planning and Development Committee, as adopted by City Council at its meeting held on February 9, 1988 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 832200 Ontario Limited.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by J.D. Barnes and Sidney W. Woods Inc. have been submitted to Regional Engineering for approval.

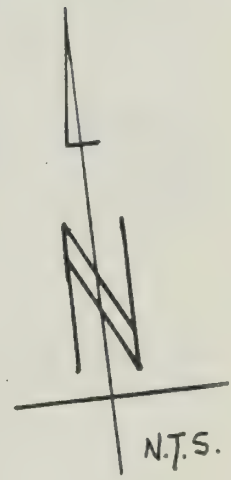
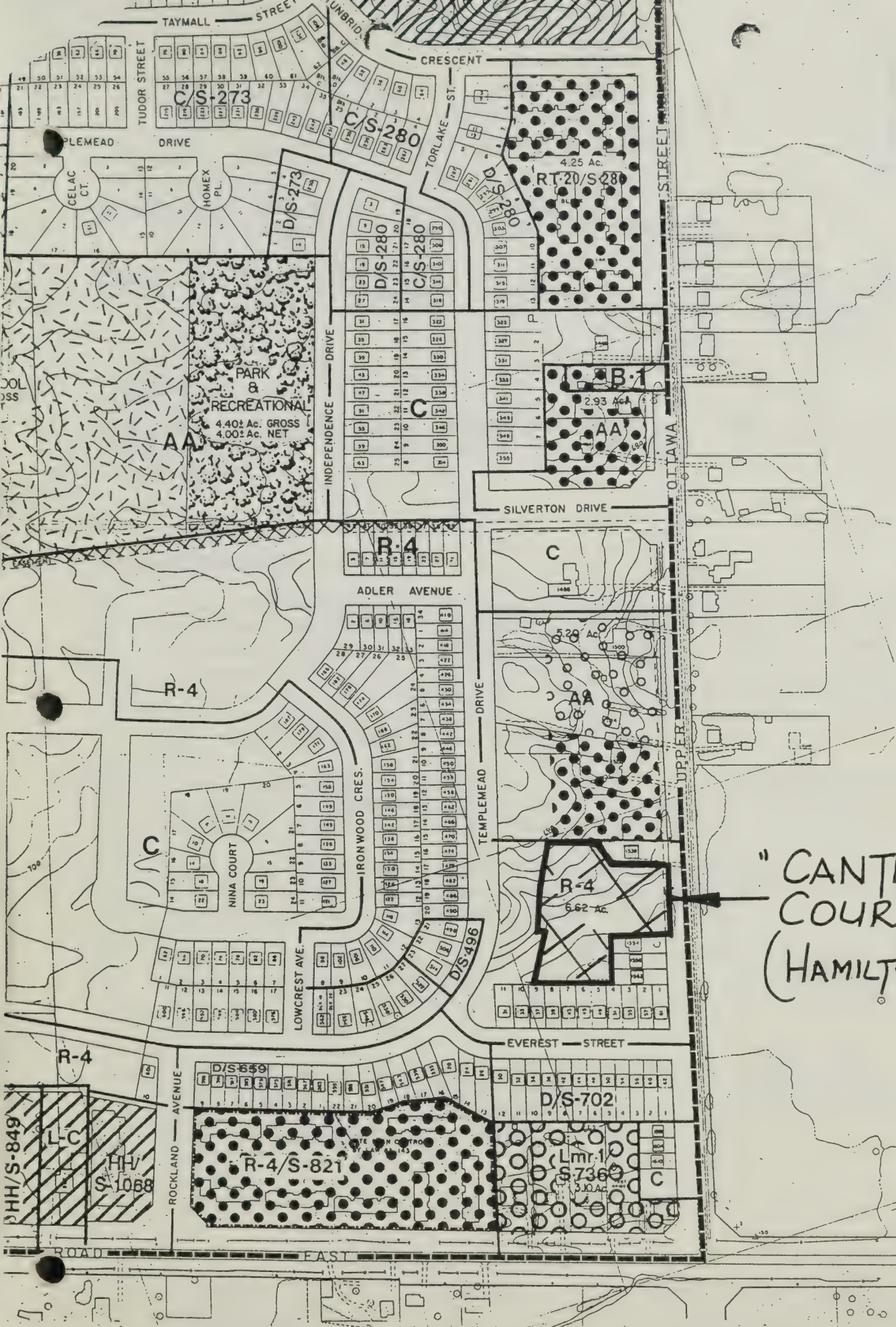
Development of these lands will result in the creation of eleven (11) lots for residential use.

The lands in this proposed subdivision are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

The City Solicitor's office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested that a resolution be adopted which would make the necessary provisions in the City subdivision agreement to have the Maintenance Easements established by the Developer.

 DVC:lm

cc: P. Hooker, Acting City Solicitor
Att: L. Farr



"CANTELMi
COURT"
(HAMILTON)

LAND USE

IDENTIAL

----- Neighbourhood Boundary

----- Zoning Boundary

F O R A C T I O N

14(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1989 OCTOBER 4
COMM FILE:
DEPT FILE: S723-48
ID JOANNE

SUBJECT

Plan of Subdivision for "Wentwal Estates", Hamilton, located west of Upper Wentworth Street and north of Rymal Road in the Barnstown Neighbourhood.

RECOMMENDATIONS

- a) That the submitted schedules for the estimated cost of services in "Wentwal Estates", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed subdivision agreement with the owner 822827 Ontario Inc. These lands are located west of Upper Wentworth Street and north of Rymal Road in the Barnstown Neighbourhood. The total estimated cost of services for this development is \$140,256.71.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City of Hamilton and the owners, 822827 Ontario Inc.
- c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.
- e) That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Essling Avenue pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd ...

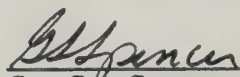
-Page2-

October 4, 1989

Plan of Subdivision for "Wentwal Estates", Hamilton, located west of Upper Wentworth Street and north of Rymal Road in the Barnstown Neighbourhood.

Cont'd ...

- f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the 0.3m reserve, Block 82 on plan 62M-616 into the road allowance for Essling Avenue after the plan of subdivision for Wentwal Estates has been registered.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Subdivider will be paying 100% of the cost of services to be installed at an estimated cost of \$140,256.71.

BACKGROUND

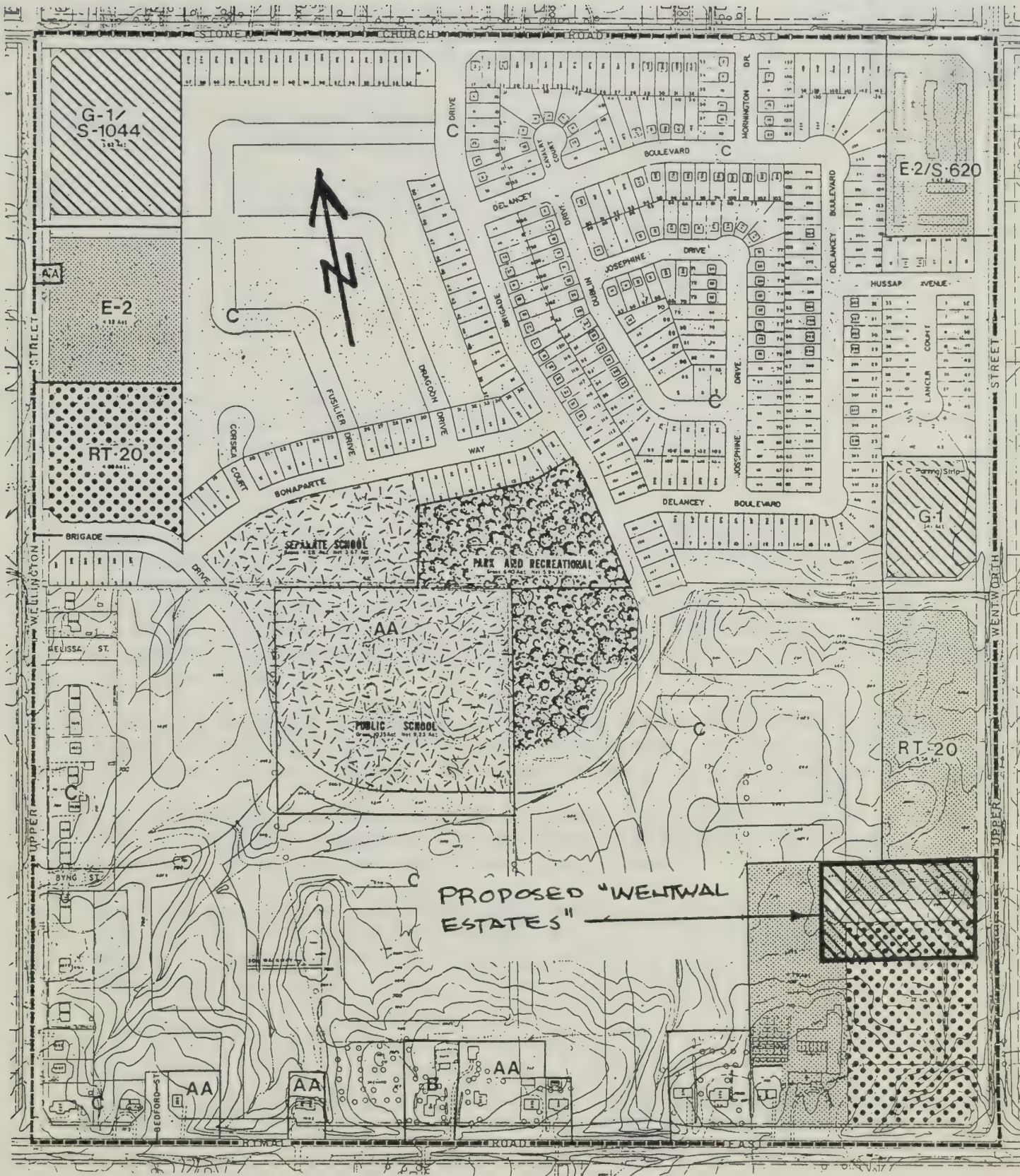
Clause 3(b) of the Ninth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on April 11, 1989 recommended that a subdivision agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is 822827 Ontario Inc. copies of the Engineer's estimates for the cost of services, schedules "E", "F" and "G" and copies of the proposed Final Survey Plan, as prepared by Urbex Management Limited and J. David Peters respectively, have been submitted to Regional Engineering for approval.

 CAU:jg
Attachments

cc: J. Schatz, Secretary, Co-Ordinating Committee

cc: E. C. Matthews, City Treasury
Att: B. Hotrum

cc: P. Hooker, City Solicitor's



Key Plan
N.T.S.

F O R A C T I O N

14cc

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

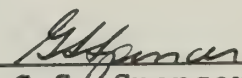
DATE: OCT.12/89
COMM FILE: 3-11.4
DEPT FILE: S705-24
ID #1627 (97)

SUBJECT

Plan of Subdivision for "Eleanor Heights Addition - Phase 1", Hamilton, located on Eleanor Avenue and south of Limeridge Road in the Eleanor Neighbourhood.

RECOMMENDATION

- a) That the submitted schedules for the estimated cost of services in "Eleanor Heights Addition - Phase 1", Hamilton, as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement with the owner. These lands are located on Eleanor Avenue and south of Limeridge Road in the Eleanor Neighbourhood. The total estimated cost of services for this development is \$70,250.00.
- b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City of Hamilton and the Owner, Steinnagel Construction Limited.
- c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.
- d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-Servicing.



G.S. Spencer
Commissioner of Engineering

Cont'd

-Page 2-
October 12, 1989

Plan of Subdivision for "Eleanor Heights Addition - Phase 1", Hamilton,
located on Eleanor Avenue and south of Limeridge Road in the Eleanor
Neighbourhood

Cont'd

FINANCIAL CONSIDERATIONS

The Subdivider is to pay the total cost of the municipal services required for this development. The estimated cost for services is \$70,250.00.

BACKGROUND

Clause 5(b) of the Fifth Report of the Planning and Development Committee as adopted by City Council at its meeting held on March 8, 1988 recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is Steinnagel Construction Limited.

Copies of the Engineer's estimates for the cost of services, Schedules "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

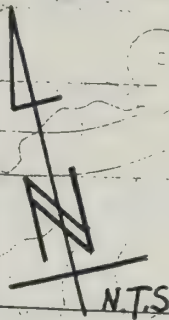
Development of these lands will result in the creation of six (6) lots for residential use.

 DVC:lm

BEAVERTON DRIVE

40' Sewer Easement
Pumping Strip & Walkway

AA



DULGAREN

ELEANOR

C

AA

STREET

MENTINO CR

MENTINO CT

EPSOM COURT

ENOLA AVENUE

OSGOODE COURT

PRESIDIO

DRIVE

ELEANOR
HEIGHTS
ADDITION
PHASE I

AA
(HAMILTON)

BRENDA

STREET

ELEANOR

RAEBURN RD

ALMA AVE

AA

G-1

9.50 Ac

G1/S 996

RYMAL

ROAD

809

813

FOR ACTION

16.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

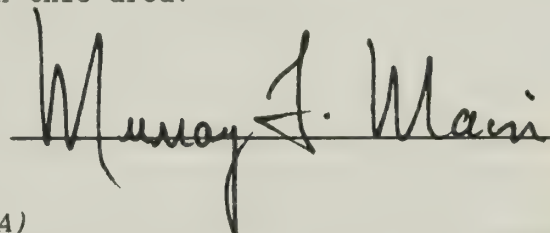
DATE: 1989 October 16
COMM FILE:
DEPT FILE: TEC-200(a)-89

SUBJECT:

Requests for stop signs on Greenhill Avenue.

RECOMMENDATIONS:

- (a) That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time; and
- (b) That a center median pedestrian refuge be painted on Greenhill Avenue in the area between Quigley Road and Blanche Court, subject to the re-instatement of the parking prohibition on the south side of the street as specified in the Traffic By-law; and
- (c) That the Traffic Department monitor the traffic volumes and the collisions on Greenhill Avenue in this area.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The installation of stop signs at the five locations specified would result in increased motor vehicle operating costs in the order of \$300,000 per year.

BACKGROUND:

At the 1989 August 21 meeting, the Transport and Environment Committee tabled report TEC-200-89 respecting requests for stop signs on Greenhill Avenue, east of Quigley Road, so that further studies could be conducted in the vicinity of St. Anthony's of Padua School to assess the needs for measures to assist pedestrian crossings in this area of Greenhill Avenue.

Alderman Dominic Agostino has received petitions and letters which request stop signs on Greenhill Avenue at Summercrest Drive, Ambrose Avenue, Hildegard Drive, Monte Drive and Pavarotti Court. The purpose of the stop signs would be to

arbitrarily bring Greenhill Avenue traffic to a stop. The effect would be to frustrate motorists by requiring stops at minor intersecting residential streets, with the result that the control devices would be held in low regard by motorists and the violation rate would be very high.

Greenhill Avenue is designated in the City Official Plan as a "major road", with a right of way of 86 feet. It is presently constructed as a four lane roadway, and parking is prohibited on most of the length of the road end to end. Such parking as is permitted on the street was approved by previous Councils only until such time as Greenhill Avenue was opened to King Street, as is now the case.

The design of the Vincent, Gershome and Redhill Neighbourhoods is unique, since they are not basically bounded by and served by arterial streets around the perimeter of the Neighbourhoods, but rather, access is prohibited to the south by the presence of the escarpment and to the east by the presence of Highway No. 20 and the grade of the escarpment, and to the west by the presence of the Redhill Creek Valley. The development of these three Neighbourhoods is premised on the construction of the east-west/north-south transportation facility and specifically on the development of an interchange of this facility on Greenhill Avenue, such that Greenhill will serve as the arterial street for these three Neighbourhoods, in association with Quigley Road.

Because of the above considerations, Greenhill Avenue is in fact an arterial street which is vital to proper accessibility to the three Neighbourhoods. Therefore, intersection control should be governed by the same criteria which are relevant to other arterial streets in the City, which are for the most part Regional Roads. The criteria approved by the Regional Council permit the use of stop signs only at intersections with other arterial streets or major collector streets which will be controlled by traffic signals at future dates. With this in mind, four-way stop control has been in place at the intersection of Greenhill and Quigley for many years. One of the objectives of this policy is to attract traffic away from local residential streets, and to the arterial street.

Greenhill Avenue was opened between Quigley and King on 1989 July 21, and although sufficient time had not elapsed to allow traffic to stabilize such that a true indication of the volumes and speeds of traffic using the street could be obtained, traffic studies were conducted on 1989 August 11, and indicated that the daily traffic volumes on Greenhill Avenue in this area were approximately 3,975 vehicles per day just east of Quigley Road, and 4,500 vehicles per day south of King. Studies conducted during the second week in September indicate that the volumes have increased to approximately 4,400 vehicles per day just east of Quigley and 5,000 vehicles per day just south of King. Although these traffic volumes have increased marginally, pedestrians do not generally experience problems crossing the roadway until the volumes reach the area of 10,000 vehicles per day.

Recent pedestrian observations have confirmed that there are a considerable number of pedestrians crossing Greenhill in the area just east of Quigley (376 pedestrians during a 7-hour observation) and that the number of pedestrians crossing Greenhill in the area south of King are relatively light (only 58 during a 7-hour observation), but that the traffic volumes are not heavy enough to create a problem for pedestrians. Further, a school traffic officer has been

assigned to the intersection of Greenhill and Ambrose to assist children crossing during school hours. However, it is anticipated that the traffic volumes will not be heavy enough in the foreseeable future to require more than one lane of traffic on Greenhill in each direction, and therefore, it would be possible to paint a 16-foot wide centre median refuge in the area of the school to assist pedestrian crossings at all times of the day.

As previously noted, there is presently parking on the south side of Greenhill Avenue in the area between Quigley and Summercrest and this parking privilege was granted by previous City Councils until such time as Greenhill Avenue was connected to King Street. The painting of a centre refuge for pedestrians is conditional on the removal of parking on the south side of Greenhill in this area in order to provide a sufficient roadway width. Parking on this street is only a matter of convenience since all of the abutting homes have off-street parking available and since Greenhill is a "Through Street" such that parking is prohibited on the street overnight. Thus, rescinding the temporary parking privilege to provide for a painted median to assist pedestrians should not create any parking problems for area residents.

In summary, Greenhill Avenue is designated in the Official Plan and designed as a major arterial/collector road to serve the Vincent, Gershome and Redhill Neighbourhoods, because of the unique circumstances in the area. The volume of vehicular/pedestrian crossings at the locations where stop signs have been requested will always be extremely low, and the installation of stop signs at these locations would be completely arbitrary and ineffective in terms of effecting the speed or volume of traffic on Greenhill Avenue. The volume of traffic is presently very low at 4,400 to 5,000 vehicles per day, and the speed of traffic is normal for this type of street with an 85 percentile speed of just over 55 km/h. Therefore, it is recommended that Greenhill Avenue be permitted to perform its intended purpose as an arterial/collector street serving the Vincent, Gershome and Redhill Neighbourhoods, and, that the arbitrary use of stop signs requested by parochial interest, based on misconceptions about the use and effect of stop signs, be not approved. However, pedestrian crossing movements in the vicinity of the St. Anthony's of Padua School could be improved by the painting of a wide centre median, subject to removal of parking from the south side in this area, in accordance with the existing By-law provisions.

The Traffic Department will continue to monitor the traffic volumes and collision record on this section of roadway and recommend any improvement measures which may be necessitated.

FOR ACTION

17(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

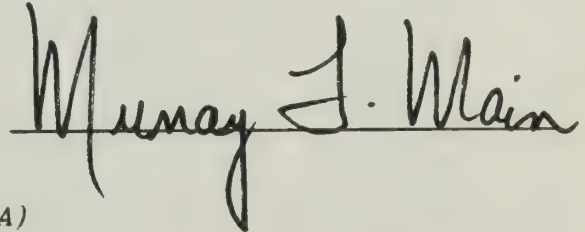
DATE: 1989 October 10
COMM FILE:
DEPT FILE: TEC-175(a)-89

SUBJECT:

Intersection of Limeridge Road and Rockingham Drive - Request for a School Traffic Officer.

RECOMMENDATIONS:

- (a) That, in accordance with the recommendation of the Regional Police Department, a school traffic officer be assigned to the intersection of Limeridge Road and Rockingham Drive during the morning and evening crossing periods only; and
- (b) That the Regional Police be directed to conduct a study at this intersection in September, 1990, in order to determine whether or not a school traffic officer should be assigned to this location for the lunch hour crossing period in the future.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The Regional Police have advised that the cost of assigning a school traffic officer to the intersection of Limeridge and Rockingham for the remainder of 1989 would be \$720., and that sufficient funds are available in the 1989 operating budget.

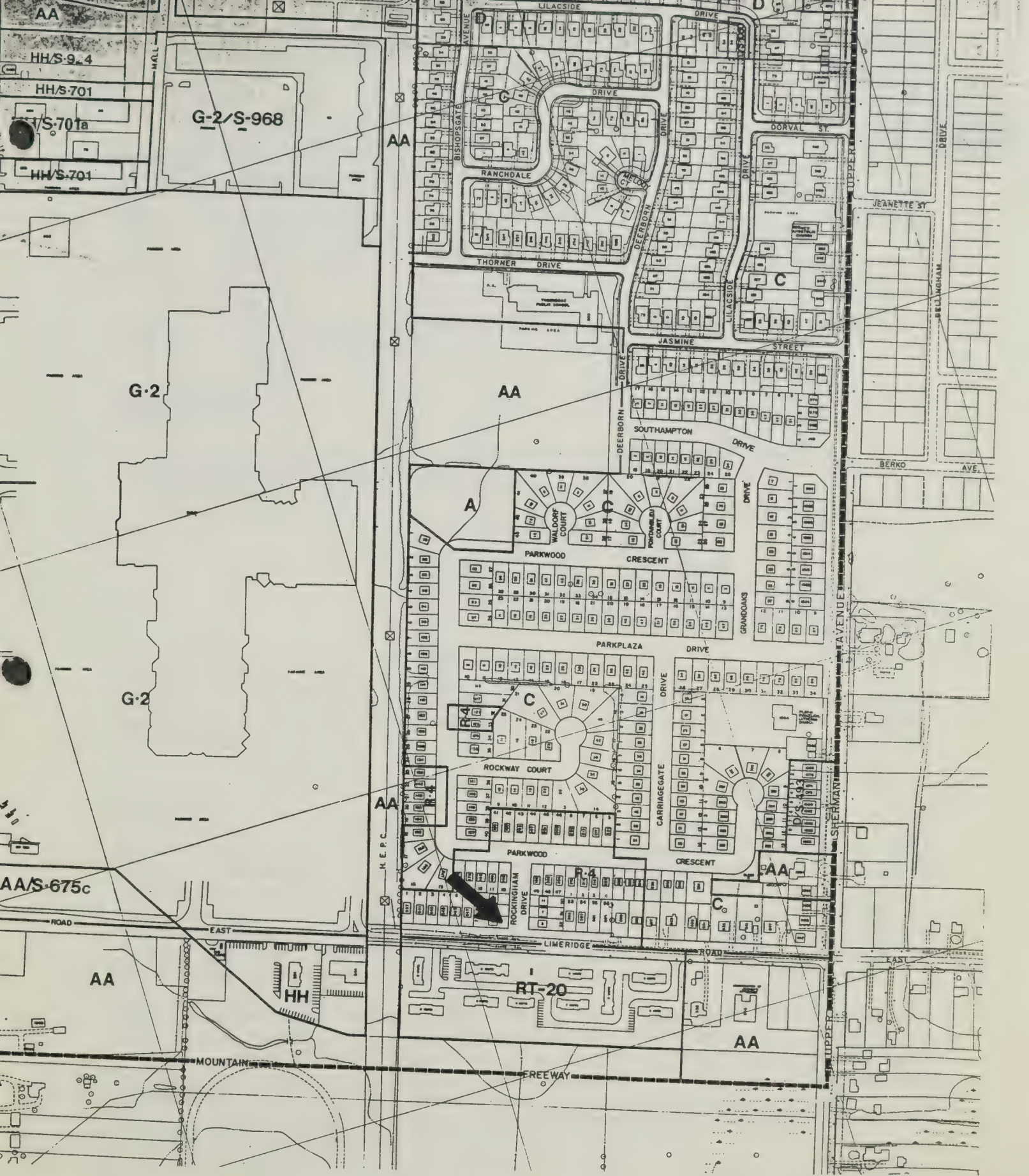
BACKGROUND:

As a result of a request by Alderman Henry Merling that an investigation be made into the need for a school traffic officer at the intersection of Limeridge Road and Rockingham Drive, the Traffic Department reported, in report TEC-175-89, respecting this matter. The Committee, on 1989 August 21, approved the following recommendations:

- "(a) That, in accordance with the recommendation of the Regional Police Department, a school traffic officer not be assigned to the intersection of Limeridge Road and Rockingham Drive at this time; and
- (b) That the Regional Police be directed to conduct an investigation into alternative forms of transportation for the students; and
- (c) That the intersection be re-studied in September, 1989."

The Regional Police conducted further studies at this intersection on 1989 September 20 and 21, and concluded from their studies that it is "very difficult to cross in the morning and evening". The studies indicated that there was a total of 33 crossing movements by children across Limeridge and two crossing movements by children across Rockingham during the three school crossing periods which consisted of a total of approximately 2.5 hours. The Regional Police have recommended that a school traffic officer be assigned to this location during the morning and evening crossing periods only, and also, that the intersection be re-studied in September, 1990, to determine whether or not a school traffic officer should be assigned to this location during the lunch hour crossing period in the future.

The Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

17(w)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

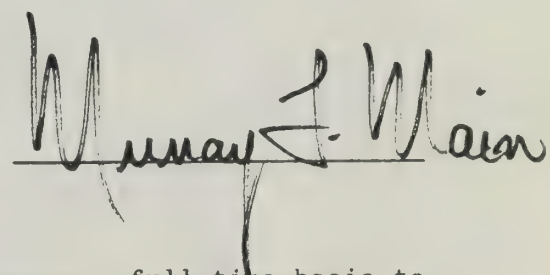
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 16
COMM FILE: 3-9.6
DEPT FILE: TEC-254-89

SUBJECT: Intersection of Kingfisher Drive and Titmouse Court - request for
a school traffic officer.

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Kingfisher Drive and Titmouse Court.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

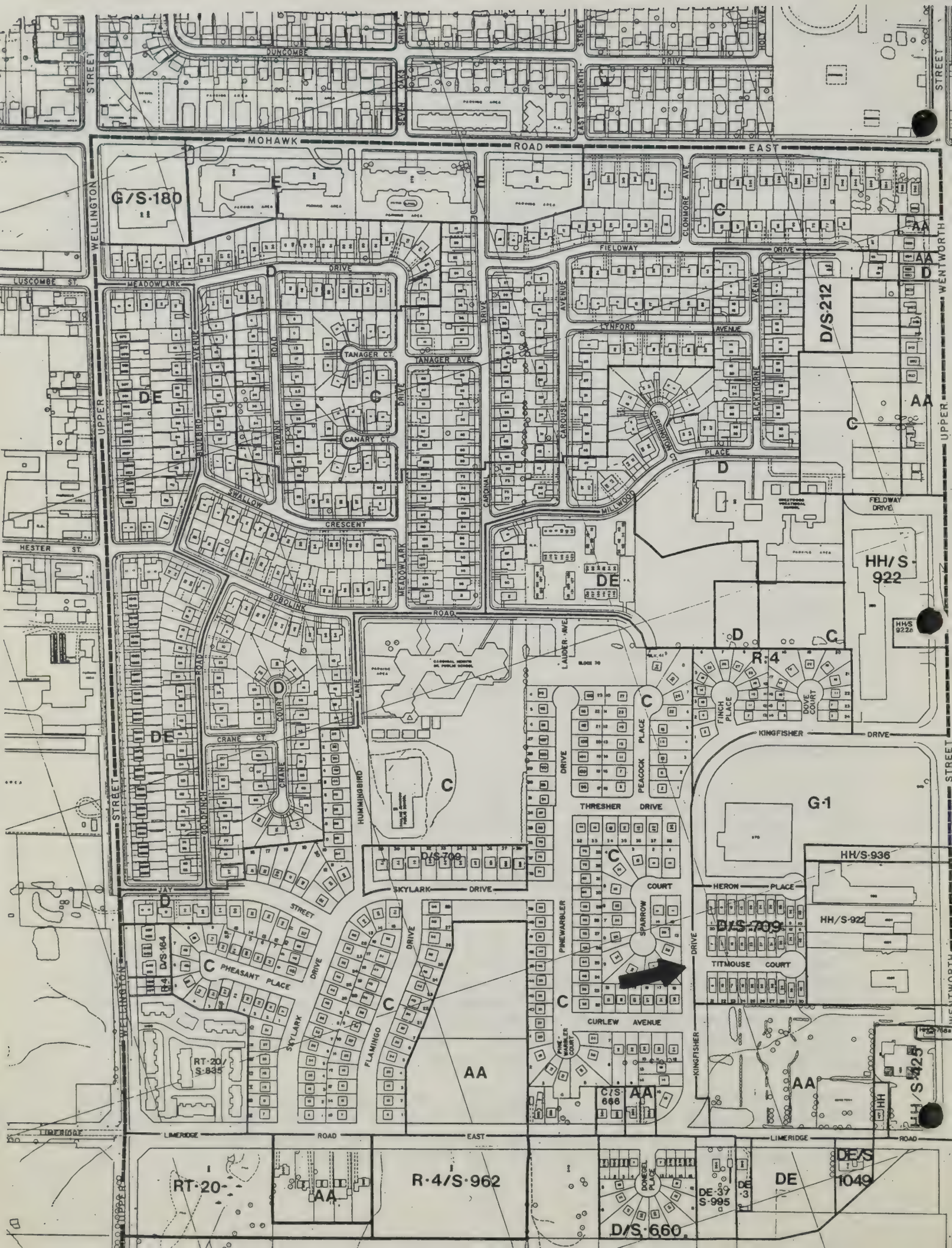
The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882.00 and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

Alderman Henry Merling has forwarded to the Traffic Department a petition signed by eight area residents requesting that a school traffic officer be assigned to the intersection of Kingfisher Drive and Titmouse Court. The subject intersection is "T" type intersection and presently, westbound traffic on Titmouse is required to stop for southbound and northbound traffic on Kingfisher. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies on 1989 October 05, and observed four crossing movements by children across Kingfisher during the three school crossing periods which consisted of a total of approximately 2.5 hours. No children were observed crossing Titmouse during the same hours. The Regional Police have concluded that sufficient safe gaps exist to permit children to cross safely. Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time.

Traffic Department records indicate that there has not been a reported motor vehicle collision at this intersection in at least the last 6 years. Therefore, the intersection has been operating safely, and the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

17(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

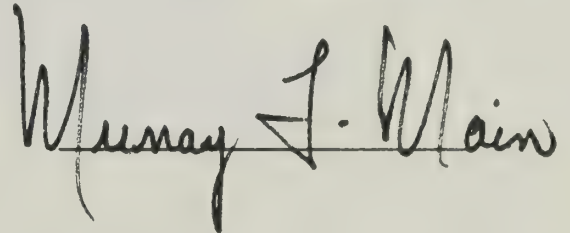
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 22
COMM FILE: 3-9.6
DEPT FILE: TEC-230-89

SUBJECT: Intersection of Queensdale Avenue East and Upper Wellington Street
- Request for a School Traffic Officer

RECOMMENDATION:

That a School Traffic Officer not be assigned to the intersection of Queensdale Avenue East and Upper Wellington Street.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a School Traffic Officer to any intersection in the City is \$7,226 and presently, there are no funds budgeted for additional School Traffic Officers.

BACKGROUND:

Alderman Henry Merling has forwarded to the Traffic Department a petition signed by 36 area residents requesting that a School Traffic Officer be assigned to the intersection of Queensdale Avenue East and Upper Wellington Street.

The intersection of Queensdale and Upper Wellington is a signalized four-leg intersection. Traffic Department records indicate that there have been no reported pedestrian collisions in at least the past 7 years. The traffic signal alternates the right-of-way at the intersection such that the pedestrian has adequate opportunity to cross the roadway. However, the Traffic Department conducted studies to determine whether there are any behavioural problems such as motorists not yielding to the pedestrians, pedestrians crossing against the light or motorists running the light, or whether there was any delay to pedestrians because of turning movements, etc.

The Traffic Department conducted studies at this intersection on 1989 September 15, and observed 17 crossing movements by children on Queensdale and 9 crossing movements on Upper Wellington during the three school crossing periods which consisted of a total of 3 hours. The observations determined that the children had absolutely no problems crossing with the traffic signal, and that there were

no incidents of conflicts between pedestrian and vehicular traffic whatsoever. Therefore, the Traffic Department cannot support the request to assign a School Traffic Officer at Queensdale and Upper Wellington at this time.

cc: Mrs. D. Buist
School Traffic Administrator



FOR ACTION

18ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

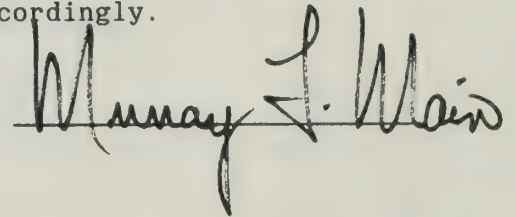
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 4
COMM FILE: 3-9.4
DEPT FILE: TEC-240-89

SUBJECT: Intersection of San Remo Drive and Tivoli Drive
- Intersection Control

RECOMMENDATION:

- a) That eastbound traffic on Tivoli Drive be required to stop for northbound and southbound traffic on San Remo Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



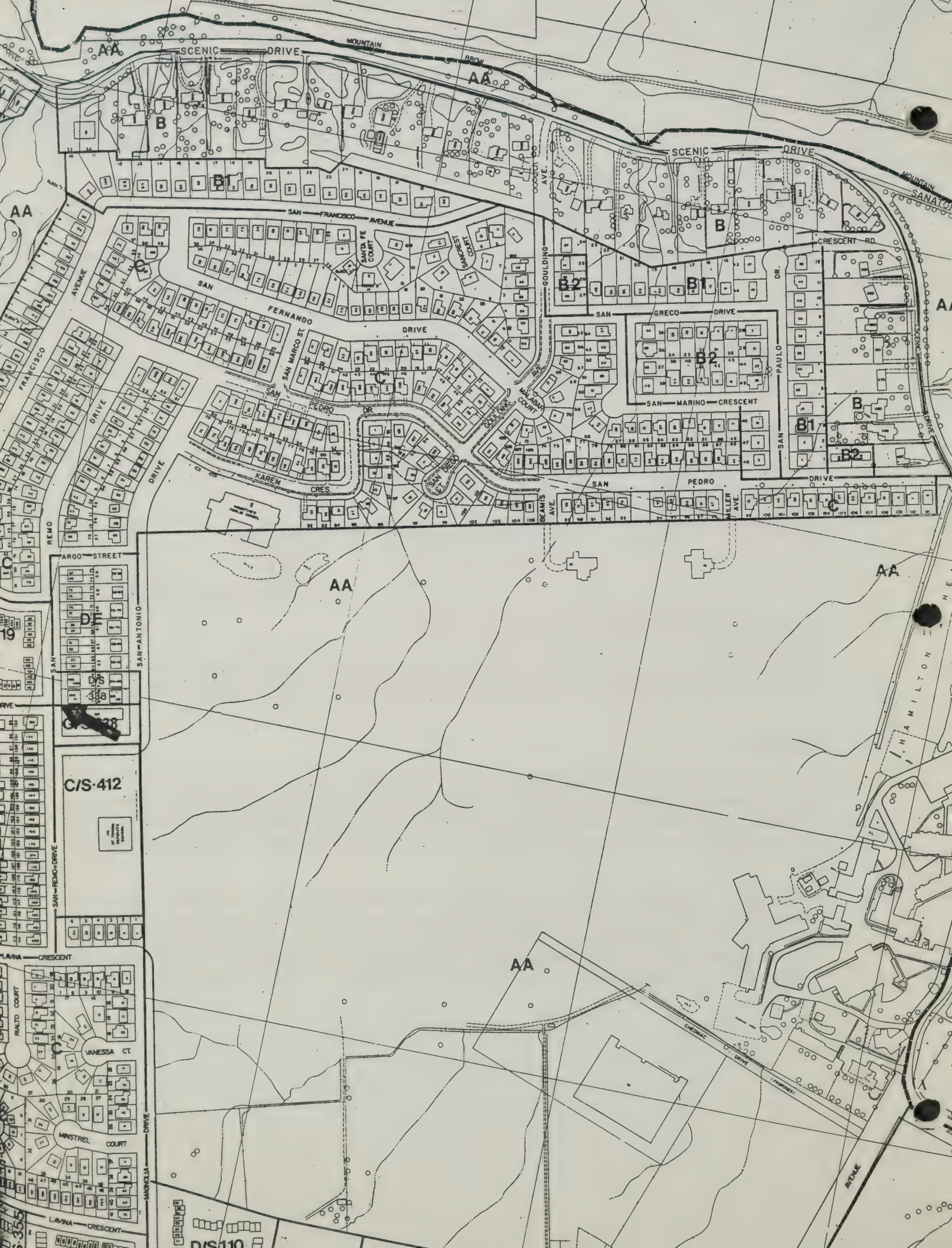
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. T. Warner, 111 San Remo Drive, recently wrote to the Traffic Department and to Alderman Don Ross and Alderman Tom Murray and requested that three-way stop control be implemented at the intersection of San Remo and Tivoli. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

The Traffic Department has concluded the intersection has been operating relatively safely and that three-way stop control is not warranted at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department supports the installation of a stop sign to control eastbound traffic on the stem of this "T" type intersection.



FOR ACTION

1800

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

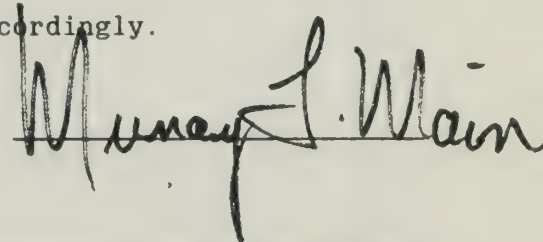
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 16
COMM FILE: 3-9.4
DEPT FILE: TEC-257-89

SUBJECT: Intersection of Ravenbury Drive and Rama Court -
Intersection Control

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Ravenbury Drive and Rama Court; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



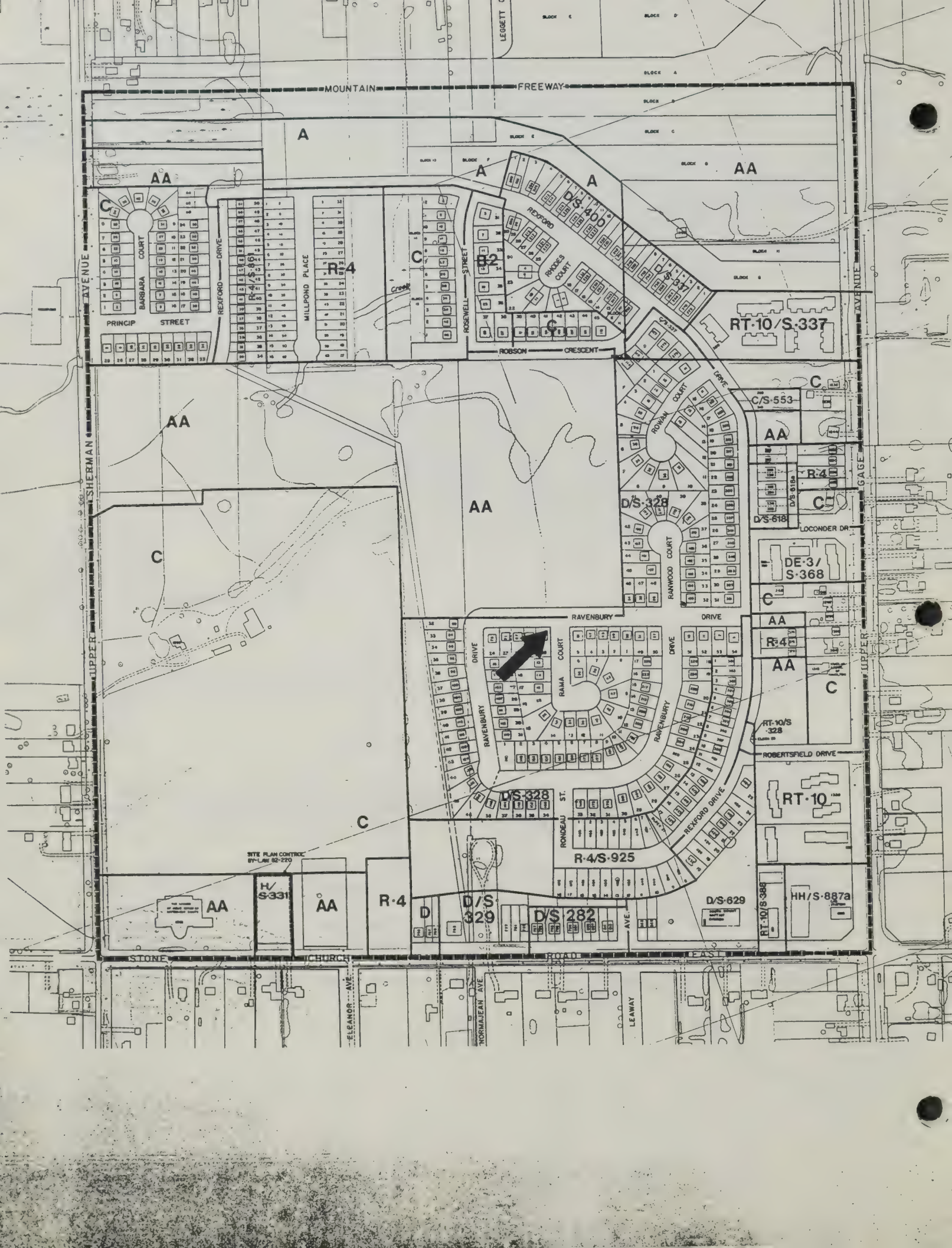
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has forwarded a petition to the Traffic Department from residents in the vicinity of Lincoln Alexander Elementary School, requesting "street and pedestrian" signage in the vicinity of the new school.

The Traffic Department has issued work orders to erect advance school warning signs and to implement a part-time parking prohibition on the north side of Ravenbury directly in front of the school. Also, the Traffic Department has concluded that the intersection of Ravenbury and Rama meets at least one of the criteria respecting the use of all-way stop control because of its proximity to the front door of the school. Therefore, the Traffic Department recommends implementing three-way stop control at the intersection of Ravenbury and Rama.



FOR ACTION

18cc)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

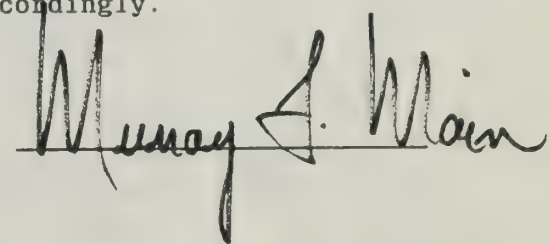
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 16
COMM FILE: 3-9.4
DEPT FILE: TEC-256-89

SUBJECT: Intersection of Loconder Drive and Queen Victoria Drive -
Intersection Control

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Loconder Drive and Queen Victoria Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

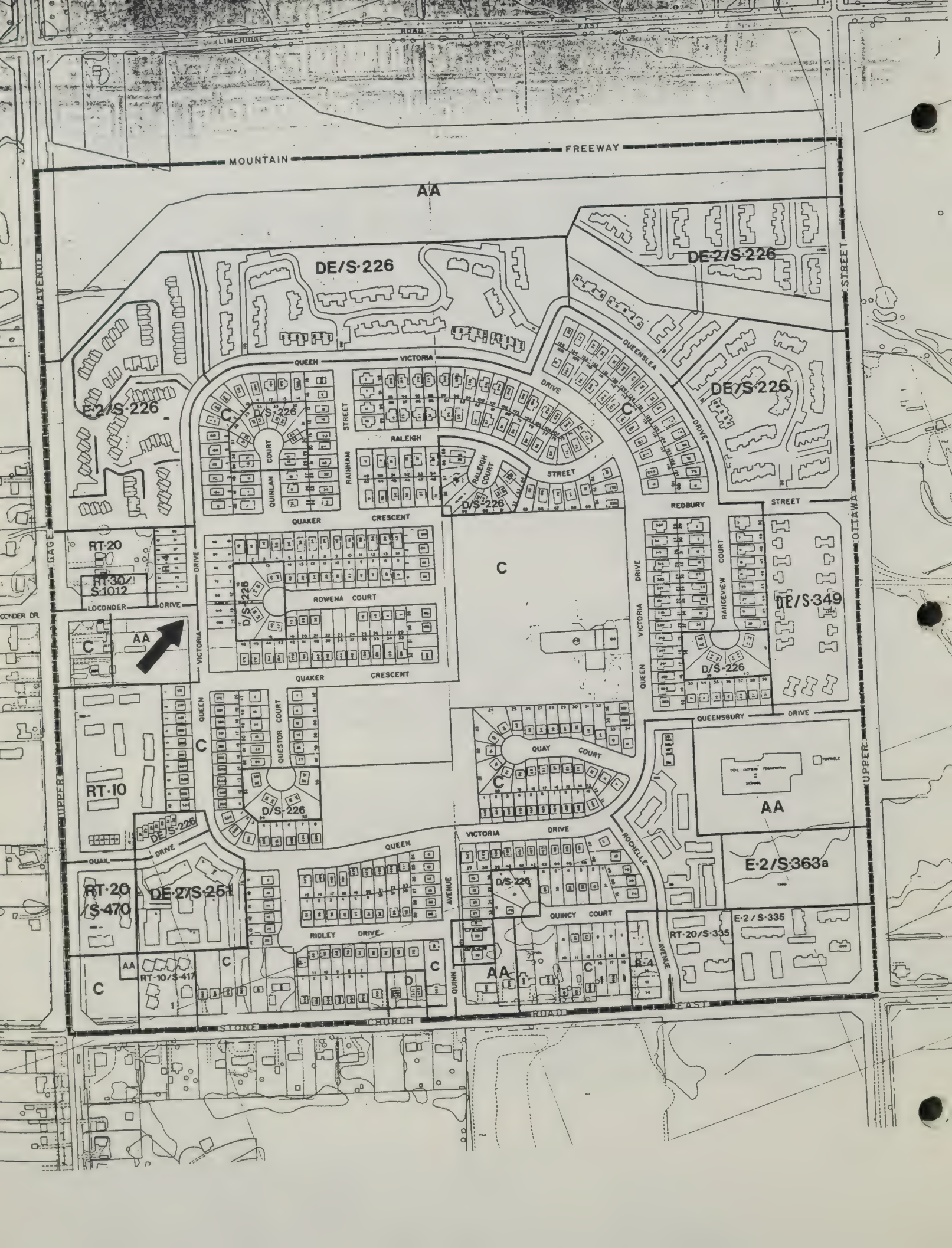
Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has forwarded a request to the Traffic Department from Mrs. Wendy Richardson, 71 Queen Victoria Drive, that all-way stop control be implemented at the intersection of Loconder and Queen Victoria.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Loconder is required to stop for northbound and southbound traffic on Queen Victoria. Traffic Department records indicate that there has been only one reported collision at the intersection in the past seven years. Thus, the intersection is operating relatively safely.

Notwithstanding, the Traffic Department has concluded that the intersection meets at least one of the criterion for all-way stop control, in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request.



MOUNTAIN

FREEWAY

AA

DE/S-226

DE/S-226

DE/S-226

DE/S-226

RT-20

RT-30/S-1012

LOCONDER DRIVE

RT-10

RT-20

S-470

DE/S-251

RT-10/S-417

C

DE/S-349

AA

E-2/S-363a

E-2/S-335

RT-20/S-335

AA

AA

STONE CHURCH ROAD

ROAD

UPPER OTTAWA

FOR ACTION

18cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

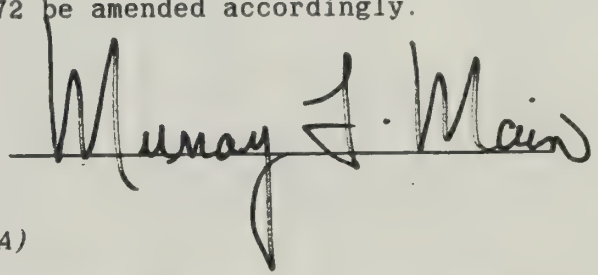
DATE: 1989 October 5
COMM FILE:
DEPT FILE: TEC-243-89

SUBJECT:

Intersection of Gailmont Drive and Orphir Road - Intersection Control.

RECOMMENDATIONS:

- (a) That four-way stop control be implemented at the intersection of Gailmont Drive and Orphir Road; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Dominic Agostino recently advised of a request from Mr. Bonfield, 94 Gailmont Drive, that four-way stop control be implemented at the intersection of Gailmont and Orphir.

Presently, northbound and southbound traffic on Gailmont is required to stop for eastbound and westbound traffic on Orphir, and Traffic Department records indicate that there has been an average of approximately one collision per year at this intersection. This is a relatively good collision rate for this type of intersection.

Notwithstanding, the Traffic Department has concluded that at least one of the criterion respecting the use of all direction stop control is met, since Gailmont is a major entrance into the neighbourhood and since Orphir is something more than a local residential street since it is designated as a bus route. Therefore, the Traffic Department concurs with the request for four-way stop control at this intersection.



FOR ACTION

19 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 26
COMM FILE: 3-9.2
DEPT FILE: TEC-235-89

SUBJECT: Mead Avenue, east of Parkdale Avenue North - Parking Regulations

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of Mead Avenue commencing 412 feet east of Parkdale Avenue North and extending to a point 124 feet easterly therefrom, be shortened such that it commences at a point 412 feet east of Parkdale Avenue North and extends to a point 40 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

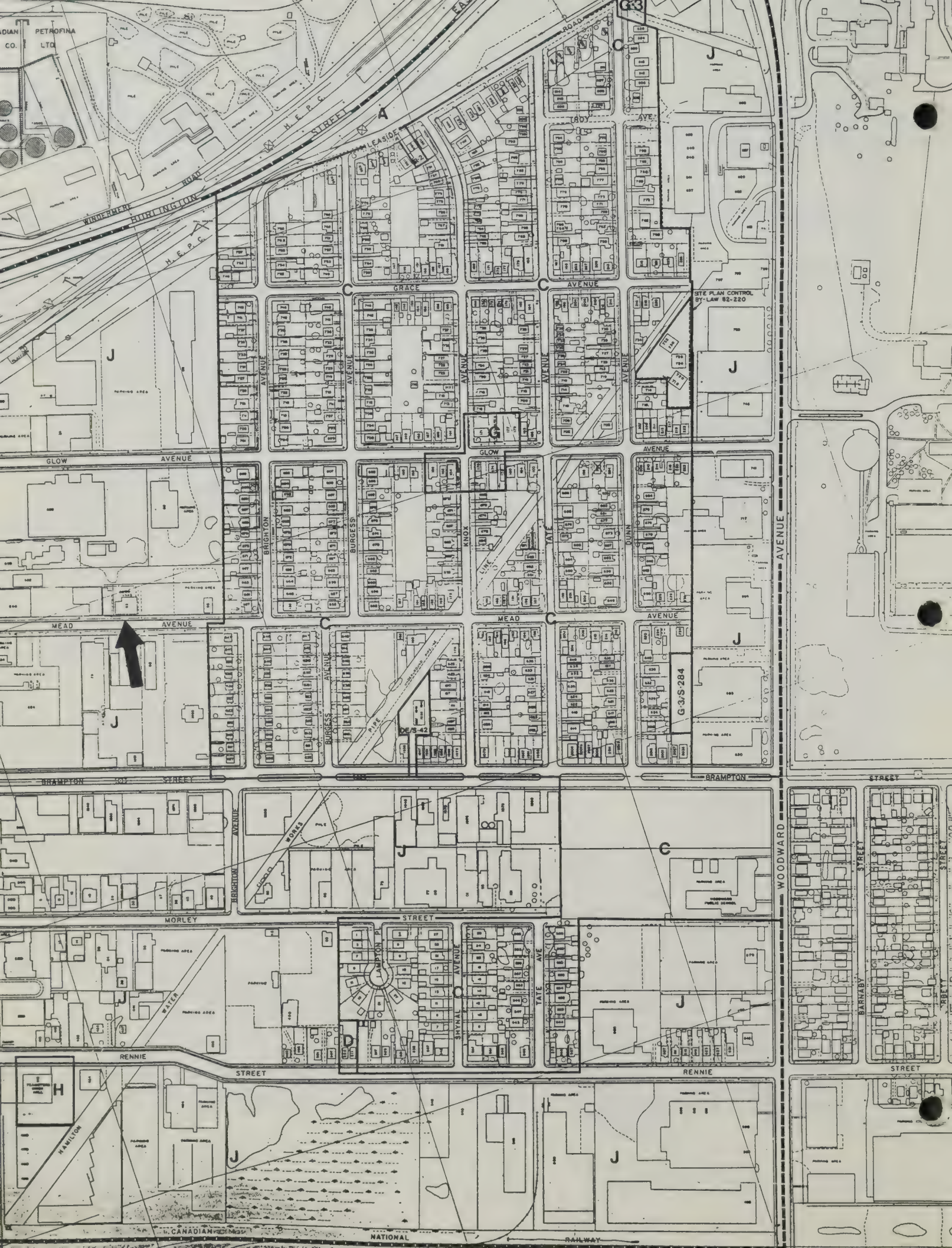
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The president of Bell Chemicals Limited, 83 Mead Avenue, has written to the Traffic Department and requested that parking be allowed on Mead Avenue directly in front of this business. Presently, a "No Parking" regulation exists on the north side of Mead Avenue directly in front of Bell Chemicals and there is unrestricted parking to the east and west of this area.

The existing "No Parking" regulation in front of Bell Chemicals was implemented in 1984 at the request of Bell Chemicals Limited to facilitate truck manoeuvring. However, they have advised that a warehouse has been constructed to accommodate truck loading and unloading off-street such that the parking prohibition is no longer required. Therefore, the Traffic Department concurs with the request, and recommends that the existing "No Parking" regulation on the north side of Mead Avenue, east of Parkdale Avenue North, be shortened to allow unrestricted parking for an additional four vehicles in front of Bell Chemicals.



FOR ACTION

19 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

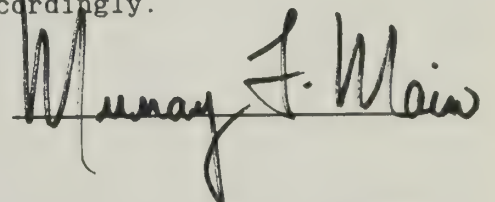
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 2
COMM FILE: 3-9.2
DEPT FILE: TEC-239-89

SUBJECT: West side of Wexford Avenue South between Monterey Avenue and Central Avenue - Parking Regulations

RECOMMENDATION:

- a) That the existing "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Wexford Avenue South between Monterey Avenue and Central Avenue be removed; and
- b) That, in accordance with a general Traffic By-law provision, a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Wexford Avenue south between Monterey Avenue and Central Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Chas Boecker, Principal of A.M. Cunningham Public School, that the existing part-time "No Stopping" regulation on the west side of Wexford in front of the school be replaced with a part-time "No Parking" regulation in order to allow parents to stop their vehicles so they may pick up and drop off their children at the school. Presently, there is unrestricted free parking on the east side of Wexford in this area.

Streets adjacent to schools are usually signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" in accordance with the general Traffic By-law provision which prohibits parking adjacent to schools during these hours. There was previously a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Wexford in front of the school, but this regulation was

changed in 1985 to a "No Stopping, 8:00 a.m.to 5:00 p.m, Monday to Friday: regulation, as a result of a request from the A.M. Cunningham Home and School Association.

Mr. Boecker has advised that he has spoken to representatives of the Home and School Association and that they have no objection to the proposed changes to the parking regulations which would allow parents to stop to load and unload in front of the school. The Traffic Department would generally consider "No Stopping" in front of schools to be over-restrictive, and experience has shown that in most cases parents continue to stop their vehicles on the school side of the street rather than to stop on the opposite side and have their children walk through the stopped vehicles. Therefore, the Traffic Department concurs with the request, except that the area directly in front of the walkways to the front door of the school should be signed "No Stopping", in accordance with a general traffic By-law provision, in order to keep this critical area clear of stopped vehicles.



FOR ACTION

19a

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

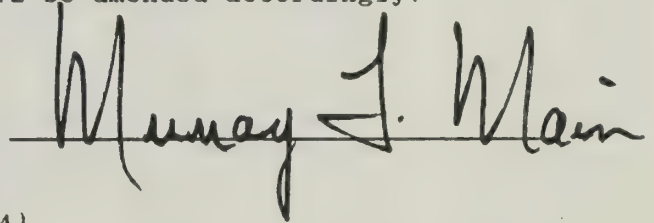
DATE: 1989 October 5
COMM FILE:
DEPT FILE: TEC-242-89

SUBJECT:

South side of Monterey Avenue, west of Auburn Avenue - Parking Regulations.

RECOMMENDATIONS:

- (a) That parking be prohibited on the south side of Monterey Avenue between Auburn Avenue and a point 50 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

Alderman David Christopherson recently asked the Traffic Department to investigate a complaint by the resident at the south-west corner of Monterey and Auburn Avenues regarding vehicles being parked on the south side of Monterey adjacent to her home for extended periods of time. Presently, there is an "Alternate Side Parking" regulation on Monterey Avenue in this area such that parking is prohibited on the south side of the street during the winter months.

By-law Enforcement Officers visited this location on several occasions, but did not find any vehicles illegally parked in excess of the universal 12-hour parking time limit. Nonetheless, this elderly residents has requested that "No Parking" signs be erected adjacent to the side door to her home in order to allow motorists to stop their vehicles while making pick-ups and deliveries.

Although Monterey Avenue is generally lightly parked in this area, periodic observations have revealed that vehicles are frequently parked on the south side of the street adjacent to the applicant's home. All of the residential

properties in the immediate vicinity have off-street parking provided, and therefore, the loss of approximately one legal on-street parking space should not create any parking problems for other area residents. Therefore, the Traffic Department concurs with the request.



FOR ACTION

19cd

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 13

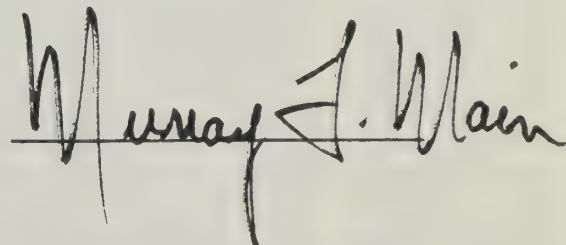
COMM FILE: 3-9.2

DEPT FILE: TEC-246-89

SUBJECT: Mahoney Avenue between Parkdale Avenue North and Adeline Avenue -
Parking Regulations.

RECOMMENDATION:

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Mahoney Avenue between Parkdale Avenue North and Adeline Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



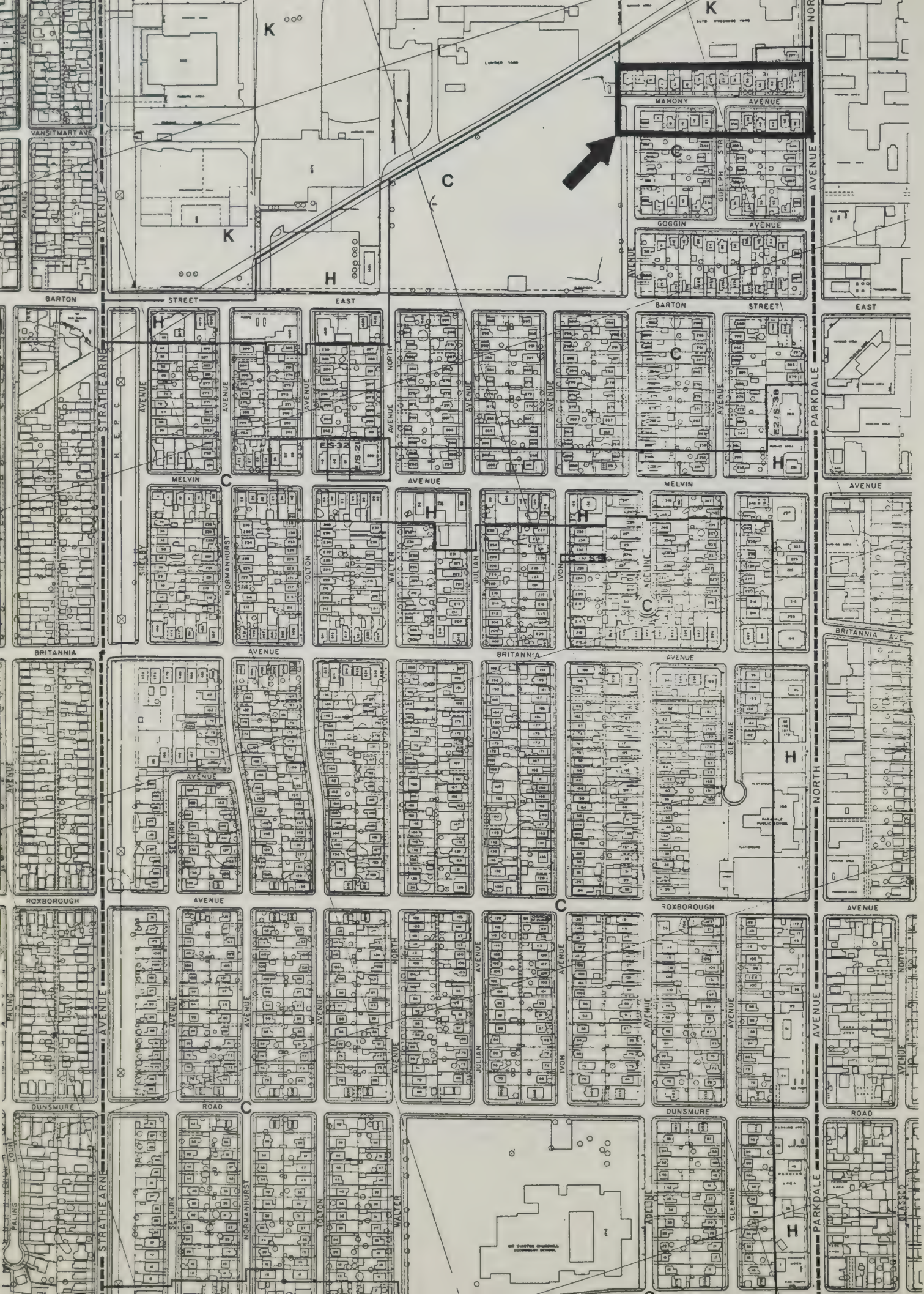
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 27 abutting residential properties requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on Mahoney Avenue between Parkdale and Adeline because of long-term parking by employees of the nearby auto dealerships. Eighteen of the residents are in favour of the requested regulation and one is opposed. Alderman David Christopherson has also received a copy of the petition.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since approximately 67 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.



FOR ACTION

19 ces

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

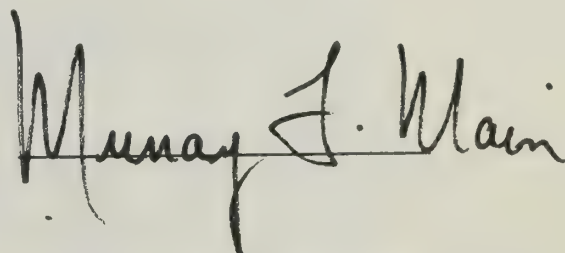
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 11
COMM FILE: 3-9.2
DEPT FILE: TEC-247-89

SUBJECT: West 34th Street between Bendamere Avenue and the southerly limit -
parking regulations.

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Bendamere Avenue and the southerly end of the street;
and
- b) That the City Traffic By-law 89-72 be amended accordingly.



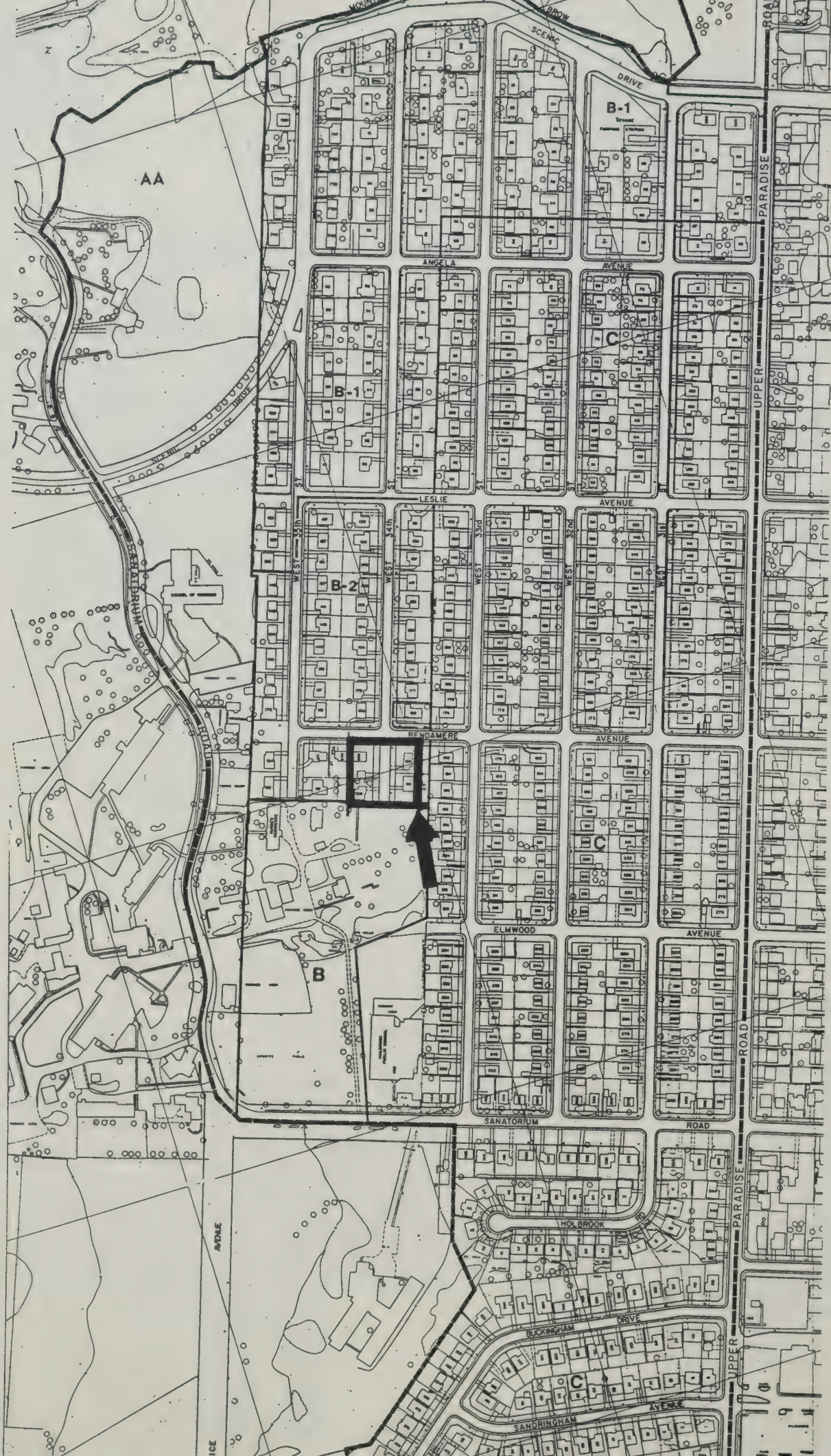
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Tom Murray has forwarded to the Traffic Department a petition signed by representatives of all of the 4 abutting residential properties requesting that a "One Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Bendamere and the southerly end because of long-term parking by students and staff of Chedoke Hospital. Presently, there is unrestricted parking available on both sides of the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 100 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.



FOR ACTION

20.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 September 27

COMM FILE:

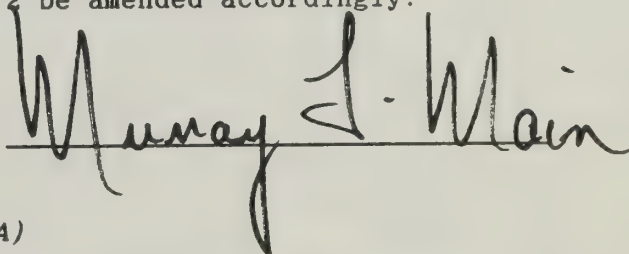
DEPT FILE: TEC-236-89

SUBJECT:

East side of Poplar Avenue, north of Concession Street - Extension of Existing Corner Clearance.

RECOMMENDATIONS:

- (a) That the existing stopping prohibition on the east side of Poplar Avenue between Concession Street a point 100 feet northerly therefrom be extended, such that the prohibition extends to a point 120 feet north of Concession Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

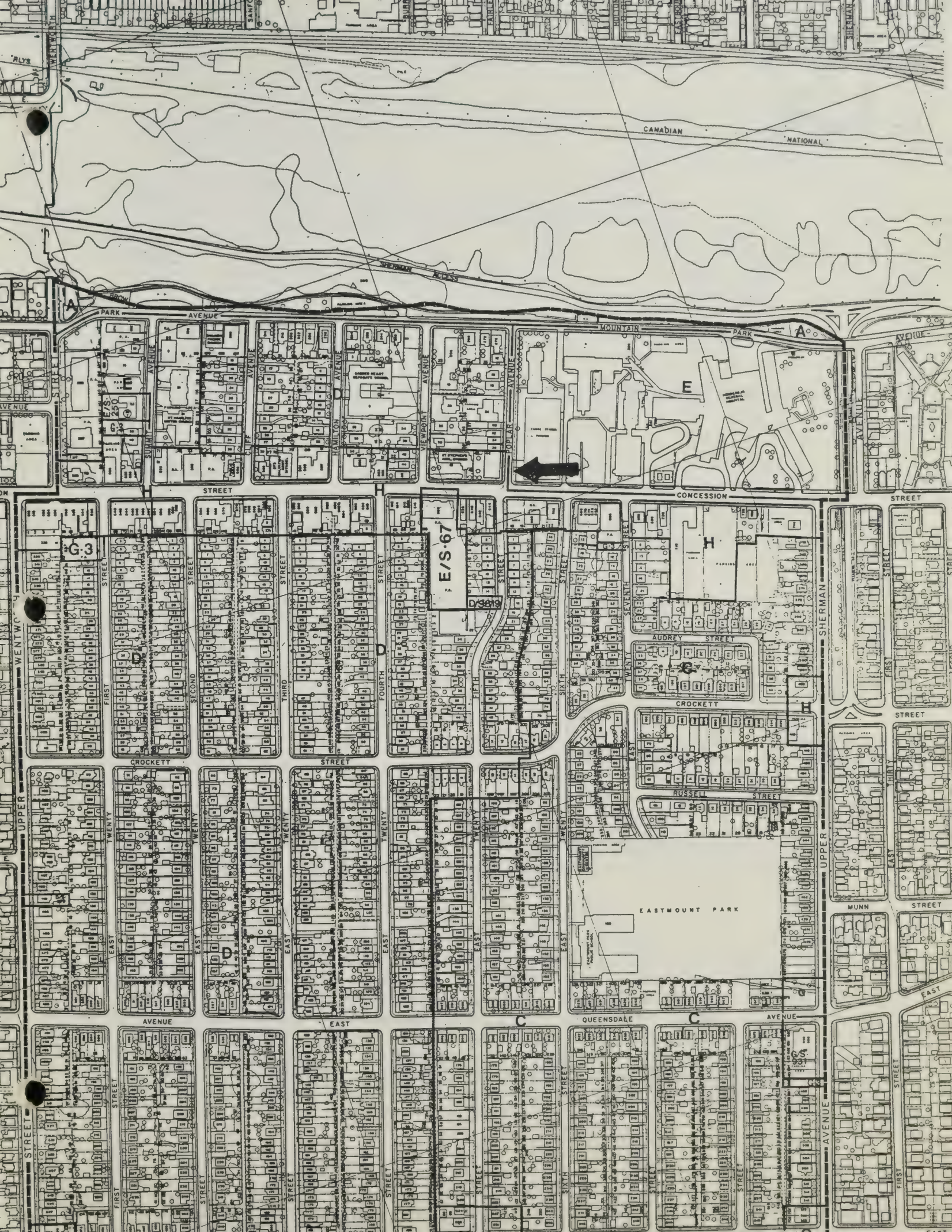
Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

The Traffic Department has received a request from the Henderson Hospital that an existing "No Stopping" corner clearance on the east side of Poplar, north of Concession, be lengthened in order to improve visibility and turning movements at the entrance/exit to the Henderson Hospital parking garage. In conjunction with the construction of the new Cancer Clinic at the Hospital, the entrance to the parking garage off of Concession Street will be closed and, the existing entrance which has never been fully utilized will be opened.

Presently, there is unrestricted parking on the east side of Poplar, north of Concession and a "No Parking" regulation on the west side. The Traffic Department has confirmed that visibility will be obstructed by parked vehicles to some degree from the parking garage exit. Therefore, as a safety measure, the Traffic Department recommends that the existing "No Stopping" corner clearance be extended by 20 feet.

The proposed extension of the corner clearance will result in a loss of one on-street parking space. Although the east side of Poplar is generally heavily parked, it is assumed that virtually all of the on-street parking is associated with the Hospital, and therefore, the loss of one on-street parking space should not create any parking problem for area residents.



FOR ACTION

21.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

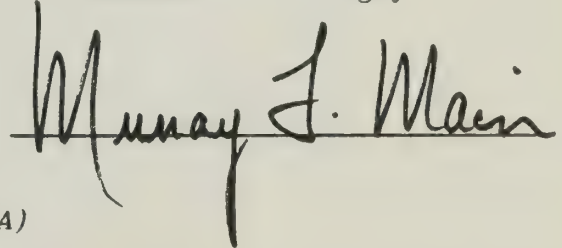
DATE: 1989 October 13
COMM FILE:
DEPT FILE: TEC-237-89

SUBJECT:

East side of Bond Street, north of Main Street - Shortening of Existing Corner Clearance.

RECOMMENDATIONS:

- (a) That the existing parking prohibition on the east side of Bond Street, between Main Street and a point 120 feet northerly therefrom be shortened, such that the prohibition extends to a point 62 feet north of Main Street; and
- (b) That a "Two Hour Parking Time Limit" regulation be implemented on the east side of Bond Street commencing 62 feet north of Main Street West and extending to a point 61 feet northerly therefrom; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.



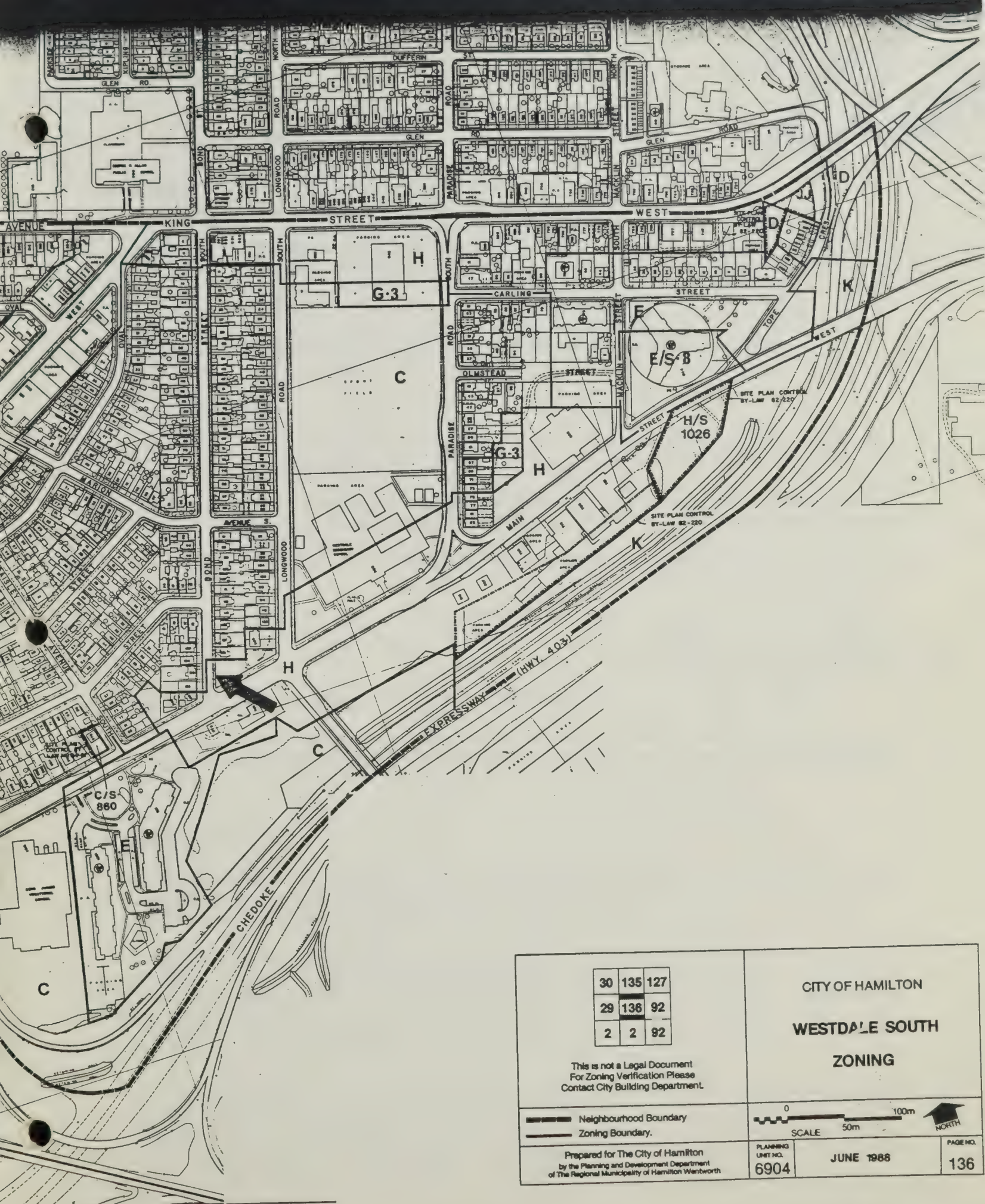
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from the proprietor of Westdale Burger Restaurant, 918 Main Street West, requesting that the existing parking prohibition on the east side of Bond, north of Main, along the flankage of this business be rescinded in order to provide additional parking in the area. Presently, there is unrestricted parking on both sides of Bond, north of Main Street, except for the existing 120 foot "No Parking" regulation on the east side of Bond, north of Main. The "No Parking" regulation in question was implemented in 1980, at the request of former Alderman Paul Drage, in conjunction with the establishment of a business at the north-east corner of the intersection.

Westdale Burger has been granted approval to expand and the Committee of Adjustment has approved a variance of three off-street parking spaces, such that any overflow of customer parking will likely occur on Bond Street in front of residential properties, rather than adjacent to the business where parking is presently prohibited. Therefore, the Traffic Department recommends that the parking prohibition in question be shortened by 58 feet in order to provide an additional three on-street parking spaces beside this business, and the proprietor has requested that these spaces be controlled with a two hour parking time limit in order to create a parking turnover for customers. The remaining 62 feet of "No Parking" will serve as a corner clearance to facilitate turning movements at the intersection of Bond and Main.



30	135	127
29	136	92
2	2	92

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

CITY OF HAMILTON

WESTDALE SOUTH

ZONING

0 100m
SCALE 50m



PLANNING
UNIT NO.
6904

JUNE 1988

PAGE NO.
136

FOR ACTION

22(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

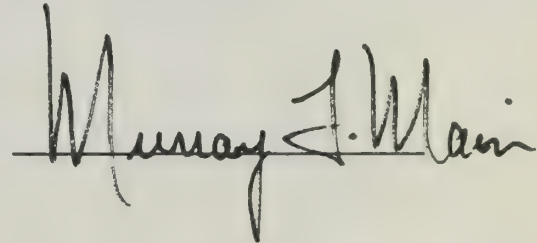
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 6
COMM FILE: 3-9.3
DEPT FILE: TEC-244-89

SUBJECT: Crockett Street at East 34th Street - corner clearances.

RECOMMENDATION:

- a) That stopping be prohibited on the north side of Crockett Street between East 34th Street and a point 50 feet westerly therefrom; and
- b) That stopping be prohibited on the south side of Crockett Street between East 34th Street and a point 51 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has advised of complaints by residents of East 34th Street regarding visibility obstructions created by parked vehicles on the north and south sides of Crockett Street at East 34th Street.

Presently, there is unrestricted free parking on both sides of Crockett in this area. A Traffic Department investigator has confirmed that vehicles parked at these locations obstruct visibility for motorists on East 34th Street attempting to enter Crockett. Therefore, the Traffic Department recommends that corner clearances be implemented on the north-west and south-east corners as a safety measure.

The implementation of the proposed corner clearances would result in a total loss of two legal on-street parking spaces. However, the Traffic Department would not anticipate any parking problems resulting since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.



1/5-534
234

1/5-585

FOR ACTION

2200

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

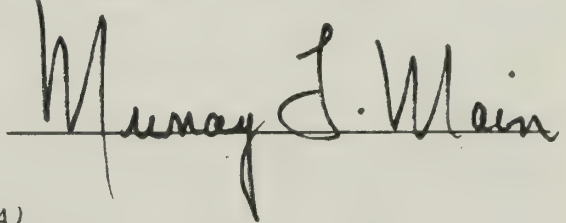
DATE: 1989 October 13
COMM FILE:
DEPT FILE: TEC-250-89

SUBJECT:

South side of Greencedar Drive, west of Greenguild Avenue - Corner Clearance.

RECOMMENDATIONS:

- (a) That stopping be prohibited on the south side of Greencedar Drive between Greenguild Avenue and a point 100 feet westerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

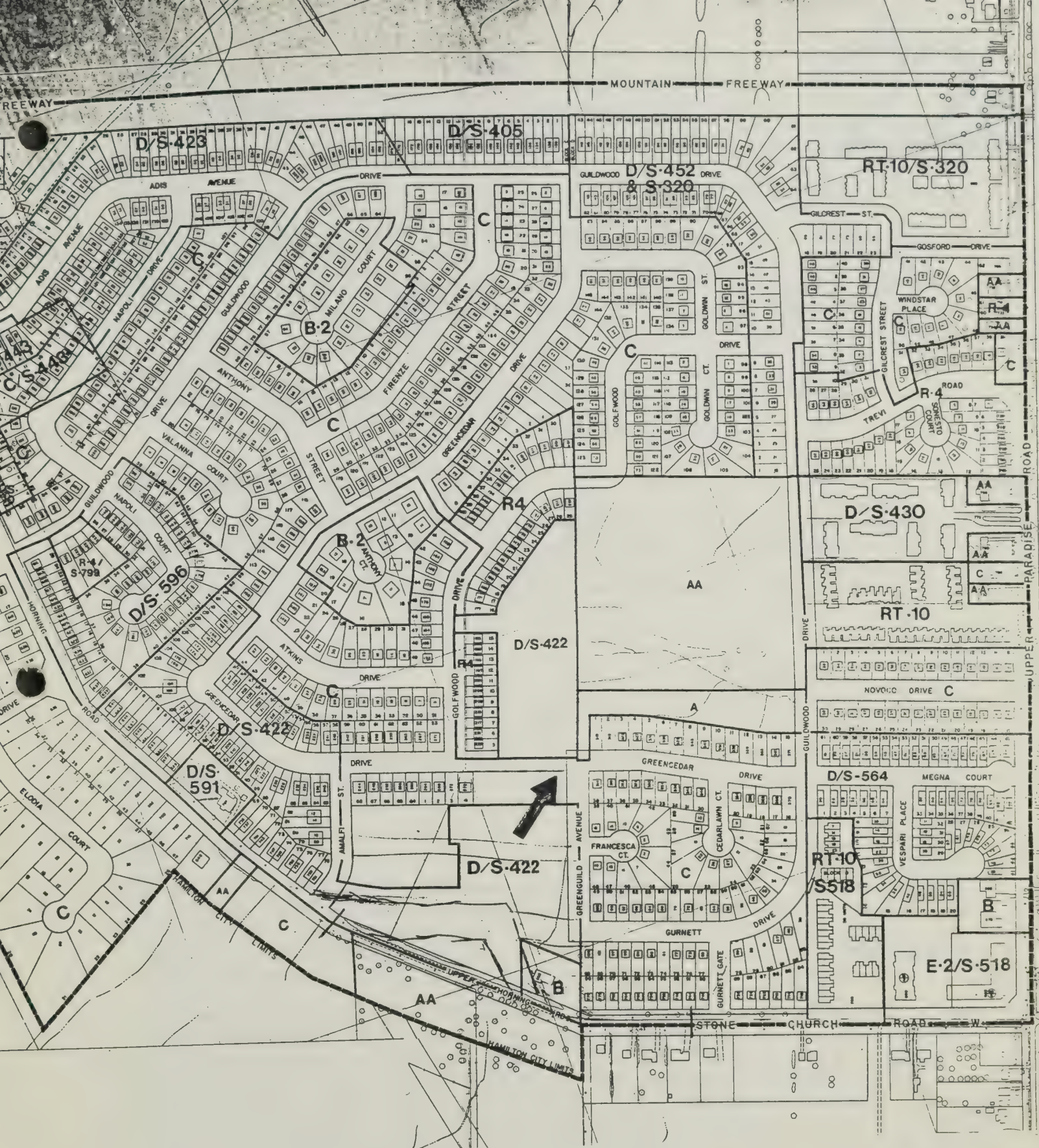
Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

The City Council recently approved the implementation of three-way stop control at the intersection of Greenguild Avenue and Greencedar Drive on the basis that this intersection is directly in front of the new St. Vincent de Paul School on the north side of Greencedar Drive.

The Traffic Department is presently preparing for the installation of the stop signs, and standard procedure is to erect a stop sign on the left hand side of the roadway as a back-up, in the event that the right-hand stop sign may be obstructed by parked vehicles. In this particular case, it is not possible to erect a stop sign on the left hand side of the roadway because of the location of a parking/loading bay across the frontage of the school. However, to ensure that the right-hand stop sign is always completely visible, it would be appropriate to prohibit stopping on the south side of Greencedar Drive, west of Greenguild Avenue.

The proposed stopping prohibition would result in a loss of approximately four on-street parking spaces. However, none of the homes have been constructed on the south side of the street and parking will still be permitted on both sides of Greencedar for the rest of the block. Therefore, the Traffic Department would not anticipate any parking problems resulting.



FOR ACTION

22cc

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

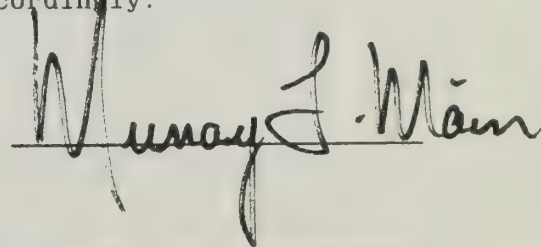
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 16
COMM FILE: 3-9.3
DEPT FILE: TEC-258-89

SUBJECT: South side of Mackenzie Drive, east of East 27th Street -
Corner Clearance.

RECOMMENDATION:

- a) That a parking prohibition be implemented on the south side of Mackenzie Drive from East 27th Street to a point 60 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Gallagher has advised of a request from Mr. F. Wharton, 351 East 27th Street, that parking be prohibited from one side of Mackenzie, east of East 27th, in order to facilitate traffic movements at the intersection. Presently, parking is permitted on both sides of Mackenzie, which has a 20 foot pavement width in this area.

The Traffic Department has confirmed that parked vehicles on both sides of the street obstruct turning movements because of the narrow pavement width. The implementation of the proposed regulation will result in a loss of two legal on-street parking spaces. However, casual observations have revealed that the street is lightly parked and all residents in the area have off-street parking available. Therefore, the Traffic Department recommends that parking be prohibited on the south side of Mackenzie from East 27th to a point 60 feet easterly therefrom to facilitate turning movements at the intersection of Mackenzie and East 27th.



FOR ACTION

23.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

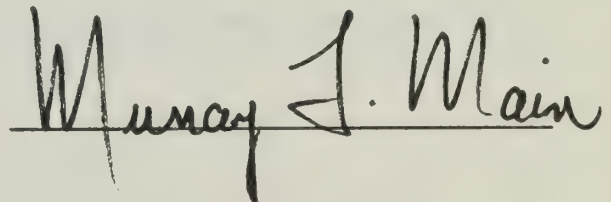
DATE: 1989 October 10
COMM FILE:
DEPT FILE: TEC-141-89

SUBJECT:

Policy respecting the using of road allowance for parking purposes - Multiple Residential Uses.

RECOMMENDATIONS:

- (a) That the policy respecting the using of portions of road allowance for parking purposes adjacent to commercial, industrial and institutional land uses be amended to permit the leasing of city boulevards adjacent to multiple residential uses; and
- (b) That the annual fee for parking on city boulevards adjacent to multiple residential land uses be based on the existing rate for commercial, industrial and institutional uses, which is \$50 per parking space or part per year for the first two spaces; \$25 per parking space or part per year for each space over two and up to a total of 10 spaces; and that a fee be established by the Transport and Environment Committee for each application for more than 10 parking spaces.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Amending the City Council policy to permit boulevard parking adjacent to multiple residential land uses would result in an undetermined amount of revenue for the City.

BACKGROUND:

The existing policy of the City Council is to lease portions of road allowance for parking purposes only for boulevards adjacent to commercial, industrial and institutional land uses, and not for multiple residential uses (boulevard parking is permitted without charge for one, two and three family dwellings). However, Alderman Brian Hinkley contacted the Traffic Department some months ago regarding an application by the owner of a four-unit residential building at no. 23 Sanford

Avenue South to allow boulevard parking in front of this property. The Traffic Department has therefore, reviewed the current policy.

The rationale for excluding multiple dwellings from boulevard parking privileges was to preserve the landscaping requirements under the Zoning By-law for aesthetic reasons, particularly where a new development is concerned. However, in recent years, the political position has appeared to have shifted from the protection of aesthetics to the resolution of parking problems, as evidenced by a progressive relaxation of the policy respecting one, two and three family dwellings. Furthermore, the purpose of the policy to exclude boulevard parking for multiple residential uses was to discourage the developers of new multiple dwellings from providing the By-law minimum number of off-street parking spaces, with a knowledge that they could lease portions of road allowance from the City to make up for the shortfall. However, it has been observed that developers rarely provide more than the minimum number of parking spaces required by the By-law.

After due consideration, the Traffic Department recommends that the current policy respecting boulevard parking be amended to include multiple residential uses. The charge for boulevard parking adjacent to such uses should be in accordance with the current established rates for commercial, industrial and institutional uses as outlined in the recommendation, since multiple residential uses are generally operated as commercial enterprises. Any alterations to developments under site plan control may also require amendments to the site plan. Such "minor" amendments would be reviewed with the Regional Planning Department and processed in accordance with existing procedures.

FOR ACTION

24.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

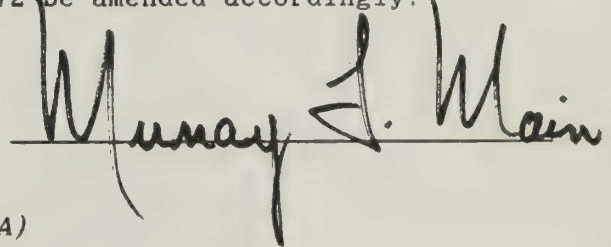
DATE: 1989 September 29
COMM FILE:
DEPT FILE: TEC-238-89

SUBJECT:

West side of San Remo Drive between San Francisco Avenue and Tivoli Drive -
Driveway Clearance.

RECOMMENDATIONS:

- (a) That stopping be prohibited on the west side of San Remo Drive commencing at a point 118 feet south of San Francisco Avenue and extending to a point 83 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

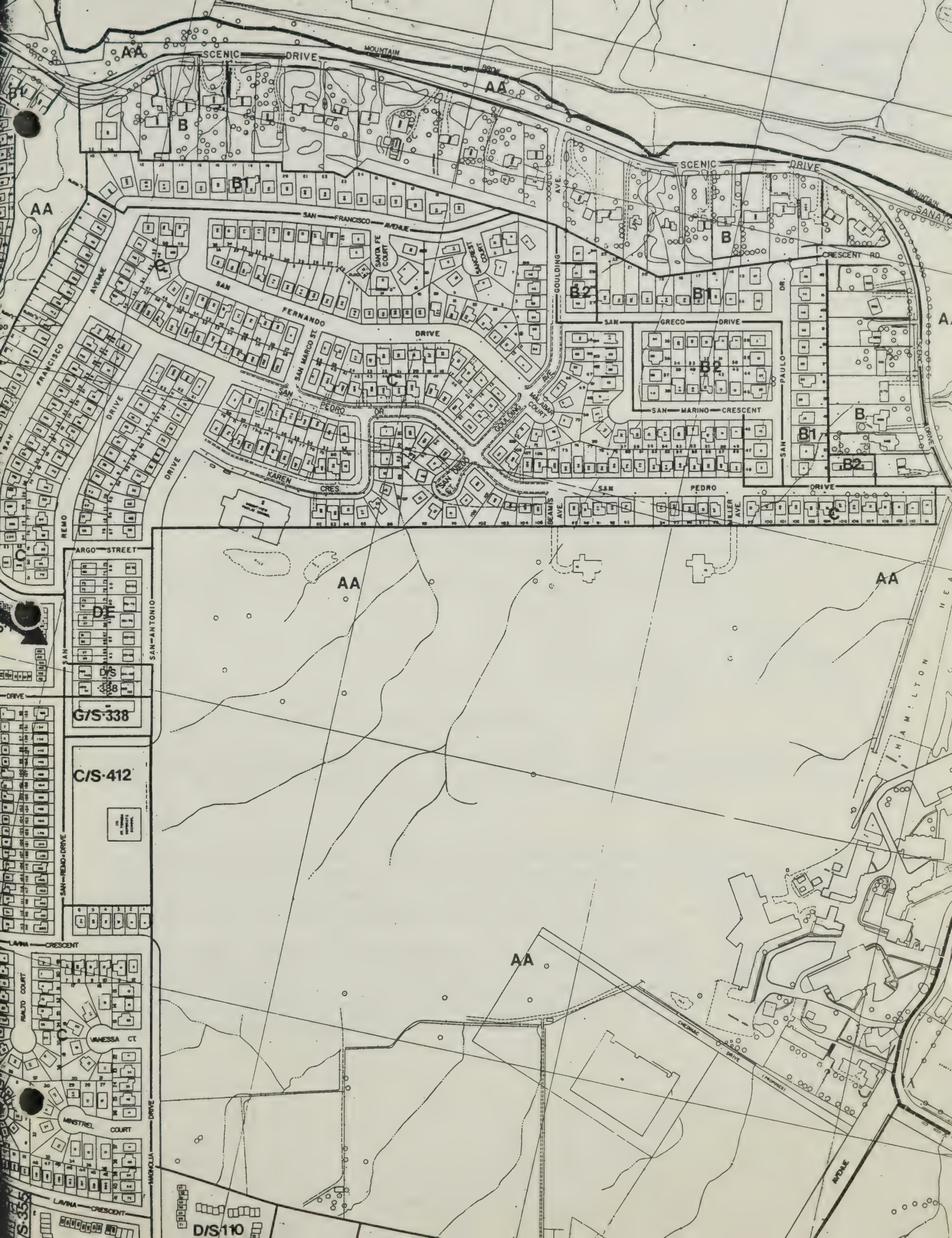
Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Tom Murray has advised of a complaint related to parked vehicles on the west side of San Remo Drive obstructing visibility for motorists attempting to enter San Remo from the townhouse driveway on the west side of the street. Presently, there is unrestricted parking on the west side and a parking prohibition on the east side of San Remo in this area.

A site investigation has confirmed that parked vehicles on the west side of the street obstruct visibility for eastbound motorists attempting to enter the street from the townhouse driveway. Therefore, the Traffic Department supports the request for a driveway clearance, and recommends that stopping be prohibited on the west side of San Remo from a point 43 feet north of the townhouse driveway to a point 18 feet south of the driveway.

The proposed "No Stopping" regulation will result in a loss of three legal on-street parking spaces. However, since off-street parking has been provided for the townhouse development in accordance with the current Zoning By-law requirements, and since off-street parking is provided for all of the residential properties on the east side of the street, the Traffic Department would not anticipate any parking problems resulting.



FOR ACTION

25.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

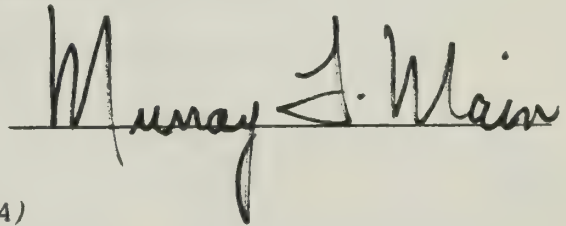
DATE: 1989 October 6
COMM FILE:
DEPT FILE: TEC-245-89

SUBJECT:

Review of the Snow Route System.

RECOMMENDATIONS:

- (a) That the following entries be added to the snow route system:
- Upper Kenilworth Avenue between Limeridge Road and the southerly end
 - Upper Gage Avenue between Rymal Road and the southerly end
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Department of Public Works has requested that Upper Kenilworth Avenue between Limeridge Road and the southerly end and Upper Gage Avenue between Rymal Road and the southerly end be added to the snow route system, in order that parked vehicles may be ticketed or removed during a declared snow emergency.

Hamilton Street Railway buses operate on a portion of Upper Kenilworth, south of Limeridge, and both of these streets are extensions of the arterial street system and major entrances into relatively new residential neighbourhoods. Therefore, to facilitate traffic movement during a declared snow emergency, the Traffic Department concurs with the request.

FOR ACTION

26.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

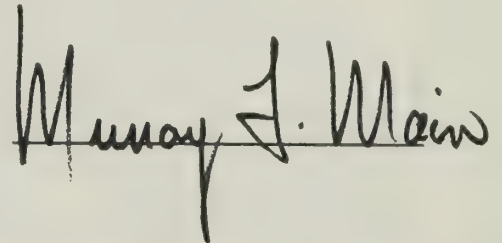
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 11
COMM FILE: 3-9.7
DEPT FILE: TEC-249-89

SUBJECT: South side of Brucedale Avenue East, west of East 5th Street -
extension of school bus loading zone.

RECOMMENDATION:

- a) That the existing "school bus loading zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Brucedale Avenue commencing at a point 77 feet west of East 5th Street and extending to a point 46 feet westerly, be extended such that the regulation commences at a point 77 feet west of East 5th Street and extends to a point 118 feet westerly therefrom; and
- b) That the city Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

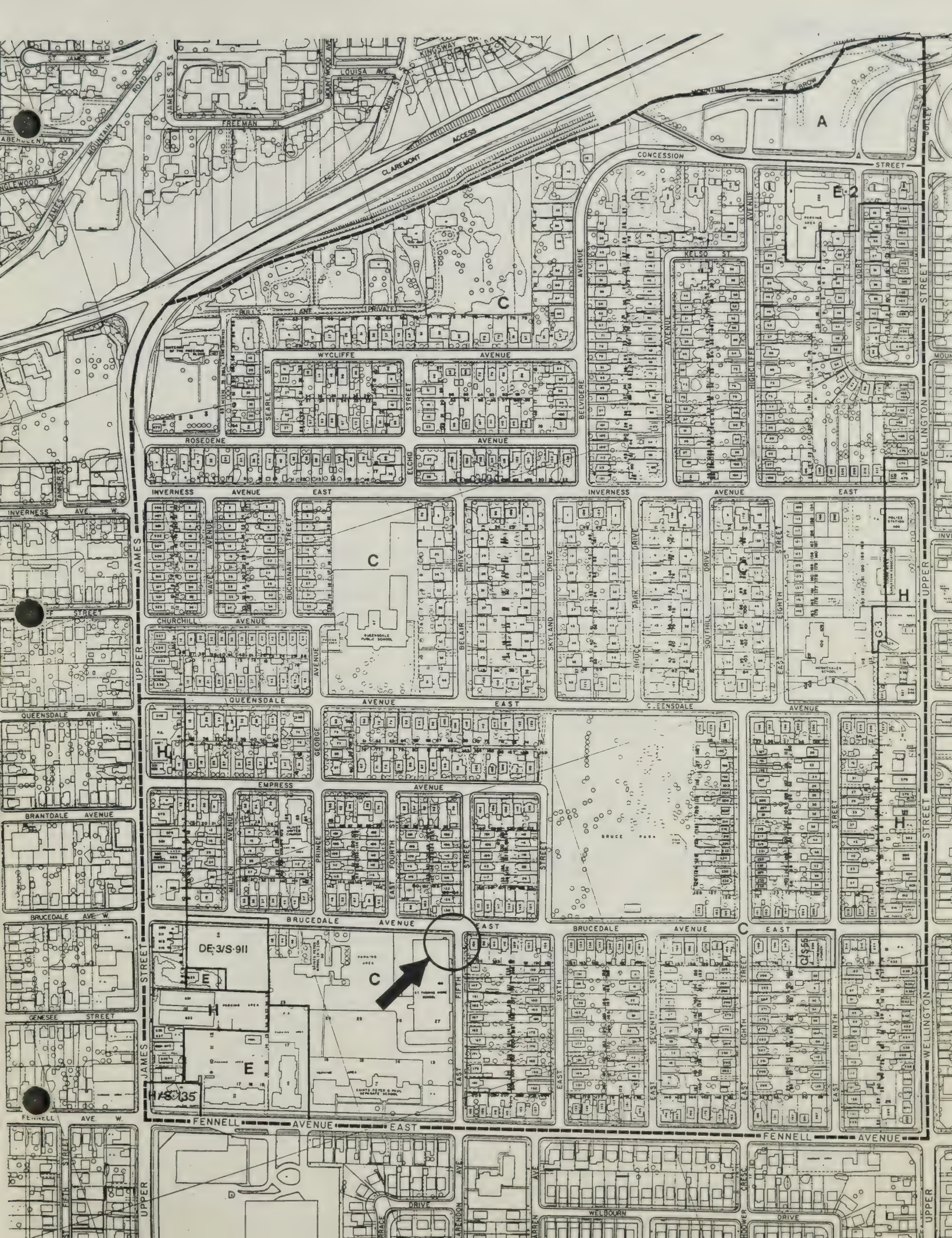
Sufficient have been provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the principal of St. Thomas Moore High School requesting that the existing school bus loading zone on the south side of Brucedale in front of the school be extended to accommodate an additional two school buses. Presently, there is unrestricted free parking in front of the school, except for the existing school bus loading zone which can accommodate one school bus.

An extension of the school bus loading zone will result in a loss of approximately 3 on-street parking spaces. However, all of the residents on Brucedale in this area have off-street parking provided, and therefore the extension of the school bus loading zone should not result in any parking problems for area residents.

Although buses may presently load and unload in front of the school outside of the existing school bus loading zone, the Highway Traffic Act requires that red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place for a school bus, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Brucedale Avenue East, and to reserve an additional area for school bus loading only, the Traffic Department concurs with the request.



FOR ACTION

27.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

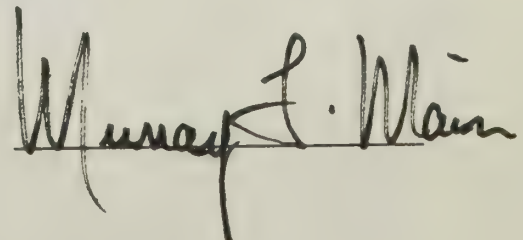
DATE: 1989 October 16
COMM FILE: 3-9.5
DEPT FILE: TEC-253-89

SUBJECT: Love's York Properties Incorporated, 221 York Boulevard -
application for boulevard parking.

RECOMMENDATION:

That the application by Love's York Property Incorporated, to lease a portion of the boulevard of Hess Street North adjacent to the parking lot located on the south/east corner of York Boulevard and Hess Street North be approved provided that;

- 1) The applicant pays the annual fee in accordance with the fee structure approved by City Council on 1986 March 25. (recommended rate is \$700.00 for 26 spaces), plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by the City Council on 1984 February 14, and the \$25.00 landscaping fee.
- 2) The owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- 3) The owner pays a one-time \$150.00 processing fee as approved by the City Council on 1988 January 12.
- 4) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- 5) The driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- 6) The owner executes an agreement, satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.


Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Revenue from the leasing of these boulevards, as recommended, would be \$700.00 per year.

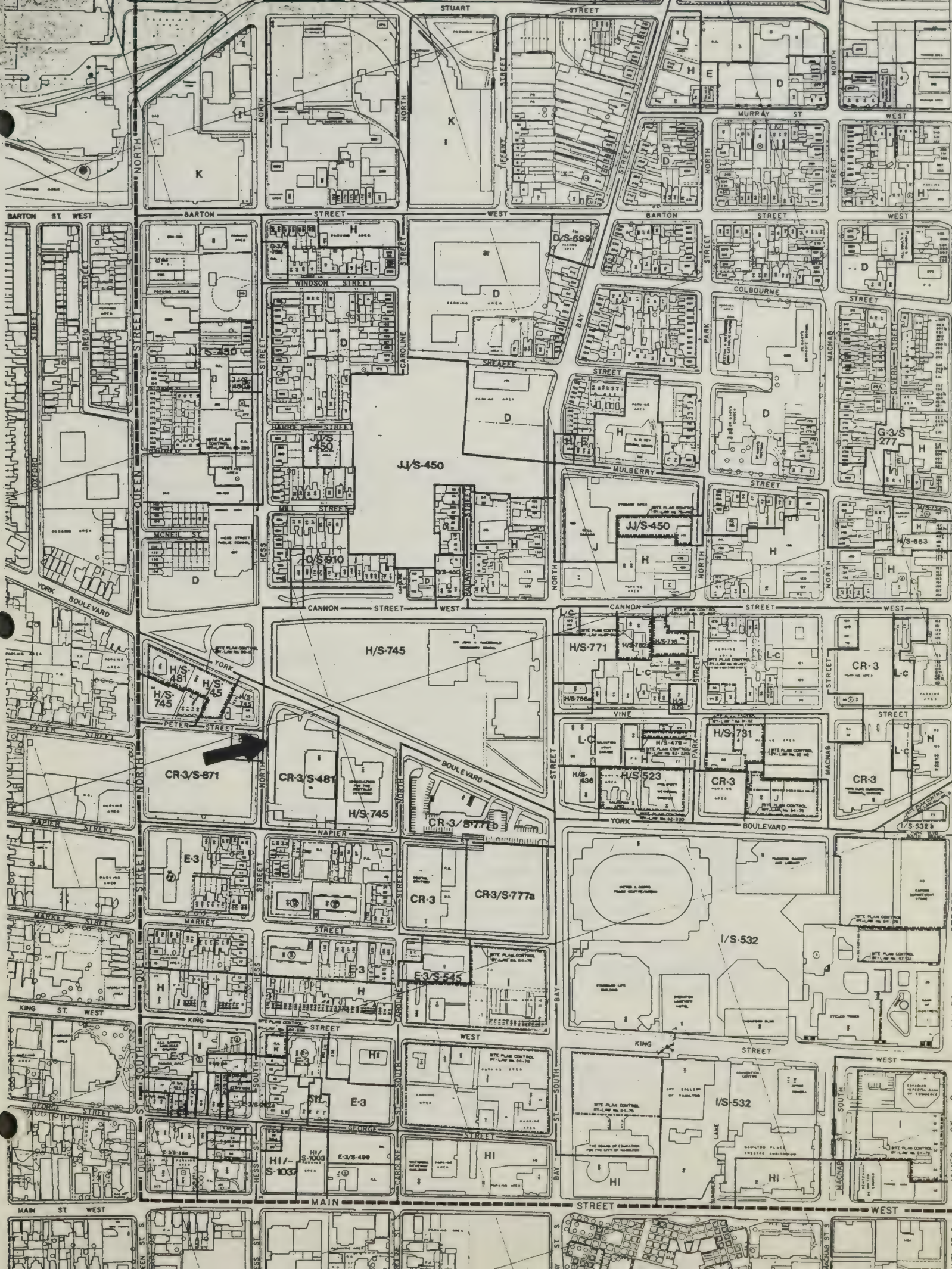
BACKGROUND:

Love's York Properties Incorporated, has applied for permission to lease a portion of the boulevard of Hess Street North adjacent to the parking lot located on the south east corner of York and Hess, for parking purposes.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant, and the required boulevard parking agreement is executed by the applicant and by the City.

In accordance with the boulevard parking fee structure approved by the City Council on 1986 March 25, which states that "any request for parking spaces over 10 is to be brought before the Transport and Environment Committee where a determination of the fee to be charged will be made, the Committee is to determine the annual fee for this boulevard parking application. The current fee structure provides for \$50.00 per space per annum up to 2 spaces and \$25.00 per space per annum for each additional space to a maximum of 10. It is recommended that this formula be applied over and above the 10 spaces. Therefore, the current rate would be \$700.00 for the 26 boulevard parking spaces on Hess and York.

If the application is approved and an annual fee determined by the Committee and City Council, the Traffic Department will forward the necessary agreements to the applicant for execution. The Regional Engineering Department has requested that the \$25.00 landscaping fee also be included in this agreement, rather than executing a separate agreement to cover the cost of lighting fixtures for the proposed boulevard parking agreement.



FOR ACTION

28.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 17
COMM FILE:
DEPT FILE: TEC-255-89

SUBJECT: Staff Adjustments - Traffic Department

RECOMMENDATION:

- a) That one position of Traffic Serviceman II (presently vacant) in the Traffic Department be declared redundant and that in its place an additional position of Traffic Service Foreman be created; and
- b) That an additional position of Receiver, Shipper and Stock Clerk be created funded from a corresponding decrease in summer student hiring.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The net effect of these personnel changes will be no change in the overall Traffic Department budget.

BACKGROUND:

A. ADDITIONAL SIGNS/ROADWAY MARKINGS FOREMAN

At present, all Traffic Department sign installation and roadway marking activities are supervised by three Foremen. In the summer months, the total number of employees supervised is approximately 50. In addition, the employees are spread geographically across the entire region.

Roadway marking activities take place on night shift. Therefore, one Foreman is dedicated to night shift activities, with approximately nine employees under his supervision. This leaves the remaining forty employees with only two supervisors.

With the expansion of Traffic Department services to include Regional roads outside the City of Hamilton, and with occasional illness or vacation reducing the available number of Foremen from three to two, it has been found that sufficient supervision is simply not available.

It is proposed to not fill one Traffic Serviceman II position which is presently vacant. Through an improved procedure for responding to utility company underground information requests (using one specialized serviceman rather than involving the two-man installation crew), the reduction in staff will not affect the level of service provided.

While the salary of a Foreman is slightly higher than of a Traffic Serviceman II, the adjustments in student hiring in regard to the Stockkeeper (next section) will compensate for the difference.

A new Foreman will necessitate the purchase of a small pick-up truck. The 1989 Traffic Department budget had a line item for the purchase of vehicles and this account will be used for the 1990 truck purchase. No year-to-year budget increase will be required.

B. ADDITIONAL STOCKKEEPER

The Traffic Department sells or installs over one million dollars worth of traffic parts and supplies annually. The provision of these parts is naturally critical to the efficient operation of the department.

Examination of our operating procedures in preparation for design of the new Traffic Operations building has indicated that it would be much more efficient to have a second stockkeeper. One of the primary complaints of our staff about our existing operation is the bottleneck which occurs first thing in the morning while staff are trying to obtain materials in order to then leave the building and proceed to their daily activities. Two stockkeepers could have overlapping shifts (one starting earlier than the time the other staff arrive to prepare, one finishing later to prepare for the next day) which would minimize the problem.

The new Operations Centre design will likely have several access points for the receipt or distributing of materials. While more efficient in terms of the provision of materials to staff and minimizing the movement of heavy materials, this will make it more difficult for one man to control the entire operation.

A summer student is presently assigned to assist the stockkeeper for a period of 20 weeks during the summer months. While it is proposed to reduce summer staff time, it has already been necessary to assign some of this time to the stockkeeping function.

Another difficulty is when the stockkeeper is on vacation or ill. A full-time employee who would normally be assigned to outside work must be used as a replacement. This employee is obviously not fully trained and the transfer also affects our outside productivity.

Another problem encountered is occasionally running out of materials. The present stockkeeper does not have sufficient time to perform regular reviews of stock levels. These duties then fall to the Foreman and other employees who should not have to be responsible for these actions. An additional stockkeeper will obviously assist in this area.

While exact comparisons are difficult, the main City Stores handles approximately twice the number of annual transactions and has four employees full-time to manage that same operation.

To accommodate the additional stockkeeper's salary, it is proposed to reduce the number of summer students hired. It is intended that the lost working hours on signs and roadway markings will be made up by productivity improvements due to faster distribution of materials in the morning and better management of quantities of material and stock.

FOR ACTION

29.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

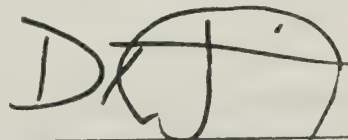
FROM: Mr. D. Heintz
Secretary, Keep Hamilton Clean Committee

DATE: 1989 September 19
COMM FILE:
DEPT FILE: KHCC

SUBJECT: Sanitation Bylaw Officer - Public Works Department

RECOMMENDATION:

- (a) That the Transport & Environment Committee endorse the concept of the addition of a Sanitation By-Law Officer to the complement of the Public Works Department, and
- (b) That a Job Description be written by the Public Works Department and rated by the Human Resources staff, and
- (c) That the Director of Public Works be directed to include sufficient funds in the 1990 Current Budget for the Sanitation By-Law Officer.



Mr. D. Heintz, Secretary
Keep Hamilton Clean Committee

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The 1990 Current Budget for the Streets & Sanitation Division of Public Works will contain an expansion item to include the addition of a Sanitation By-Law Officer.

BACKGROUND:

The City of Hamilton is in need of a Sanitation By-Law Officer to control our ever increasing problem with litter, debris and garbage violations.

The Streets By-Law No. 9329, Section 16, Subsections 1, 2, 4, 5, 6 and 9 and By-Law No. 85-159 respecting Collectible Waste are not being enforced in the same fashion that the Traffic and Parking By-Laws are enforced. As a result, many do not consider these problems to be serious and they flagrantly dispose of their unwanted articles and cause a problem for the general public.

Therefore, the Keep Hamilton Clean Citizen's Committee is recommending to the Transport & Environment Committee that consideration be given to the hiring of a permanent employee to act as a By-Law Enforcement Officer dealing with these issues. This employee would have to be able to understand and enforce these By-Laws, deal with the public, operate a car and work a two shift system.

This employee should be the equal to a Traffic By-Law Officer and belong to the same Union Local but work out of the Public Works Department.

The main function of this employee would be to patrol the streets and alleyways for garbage and litter violations and related issues coming out included in these By-Laws.

This By-Law Officer would issue tickets as outlined in the By-Laws. The fines received should, eventually, cover the cost of this employee's wages and the vehicle that would be required for this proposed position.

Accordingly, the Keep Hamilton Clean Committee, at its meeting held on 1989 September 12, approved the following: "It was moved by S. Pacey and Seconded by B. MacLeod that the Keep Hamilton Clean Committee recommend the addition of a Sanitation By-Law Officer in the Public Works Department to control litter, posters on poles, debris and garbage violations. Carried."

dh/

c.c. Alderman B. Hinkley, Chairman, Keep Hamilton
Clean Committee
Mr. J. Johnston, Commissioner of Human Resources
Mr. J. G. Pavelka, P.Eng., Director of Public Works
Members - Keep Hamilton Clean Committee

From the office of:
Alderman B. Hinkley

SEP 28 1989

Don:

This is O.K.

I would like this matter
to appear on the T+E
agenda - - - AND - - -
that all members of
the K.H.C.C. be advised
when the meeting will
take place so they
might attend.

~~_____~~
~~_____~~

Brian

30.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: August 29, 1989
COMM FILE:
DEPT FILE: S704-32
ID#

SUBJECT:

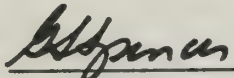
Implementation of the Approved Ryckman's Neighbourhood Plan

RECOMMENDATION

- a) That the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m	@ \$131.00	= \$14,672.00
Roadway	112 m	@ \$221.00	= \$24,752.00
		TOTAL	= \$39,424.00

- b) That concurrent with item a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being Part 6 of 62R-9868, which amount is \$31,609.00.
- c) That the Coordinating Committee be requested to recommend the method of financing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The financial arrangements are in accordance with standard cost-sharing policies on the assumption that the Board already owns the adjacent lands.

Cont'd

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

BACKGROUND

In 1986 the City approved the Ryckmans Neighbourhood Plan, and 1987 approved a draft plan for DiCenzo Gardens. The approvals were based on the assumptions that the Board of Education and the private owner would exchange certain lands so that the proposed school would be located on a collector road. This site was selected for traffic, safety and public convenience reasons. The exchange consists of Parts 4 and 5, 62R-9868 going to the Board and Part 2, 62R-9868 going from the Board to DiCenzo Construction.

The Board of Education and DiCenzo Construction Ltd. have now agreed to exchange the land on an area for area basis with no compensation being paid for difference in land value. There would not have been any City involvement in this transaction if all of the lands in the area were undeveloped. However, one side of the proposed school site has now been improved by construction of a street which results in City and Regional involvement because the Board of Education and private companies are subject to different policies on municipal cost sharing.

The land exchange has been agreed to between the parties on the basis that the City and Region will deal with the service cost as if the lands had been exchanged prior to the establishment of DiCenzo Drive. It is staff's view that this is reasonable and appears to be the only manner in which to implement City Council's original intent.

In order to implement City Council's plan and to maintain normal cost sharing arrangements between the Board, the private owner, and the City, the following must take place:

1. The Board of Education pay the City the cost calculated in accordance with the Local Improvement Act and the current agreement between the City and The Board.
2. The City pay DiCenzo Construction for the City services on DiCenzo Drive adjacent to the school site.

The Board of Education share of services is \$39,424.00 and is calculated on the 1989 City of Hamilton Local Improvement Act charges. The general agreement between the City and the Board states that the Board shall pay Local Improvement Act charges but shall not provide land or pay other charges.

Cont'd

-Page 3-
August 29, 1989

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

The City share of services is \$31,609.00. This represents the cost of sidewalks, roads, catch basins and other charges which would have been "City Share" in the original subdivision agreement if the adjacent lands had been owned by the Board of Education at the time of the establishment of DiCenzo Drive.

KAB:klv
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee
E. C. Matthews, City Treasurer, Att: B. Hotrum

STONE CHURCH ROAD EAST
ROAD ALONG ADJACENT TO THE TOWN OF BARRON

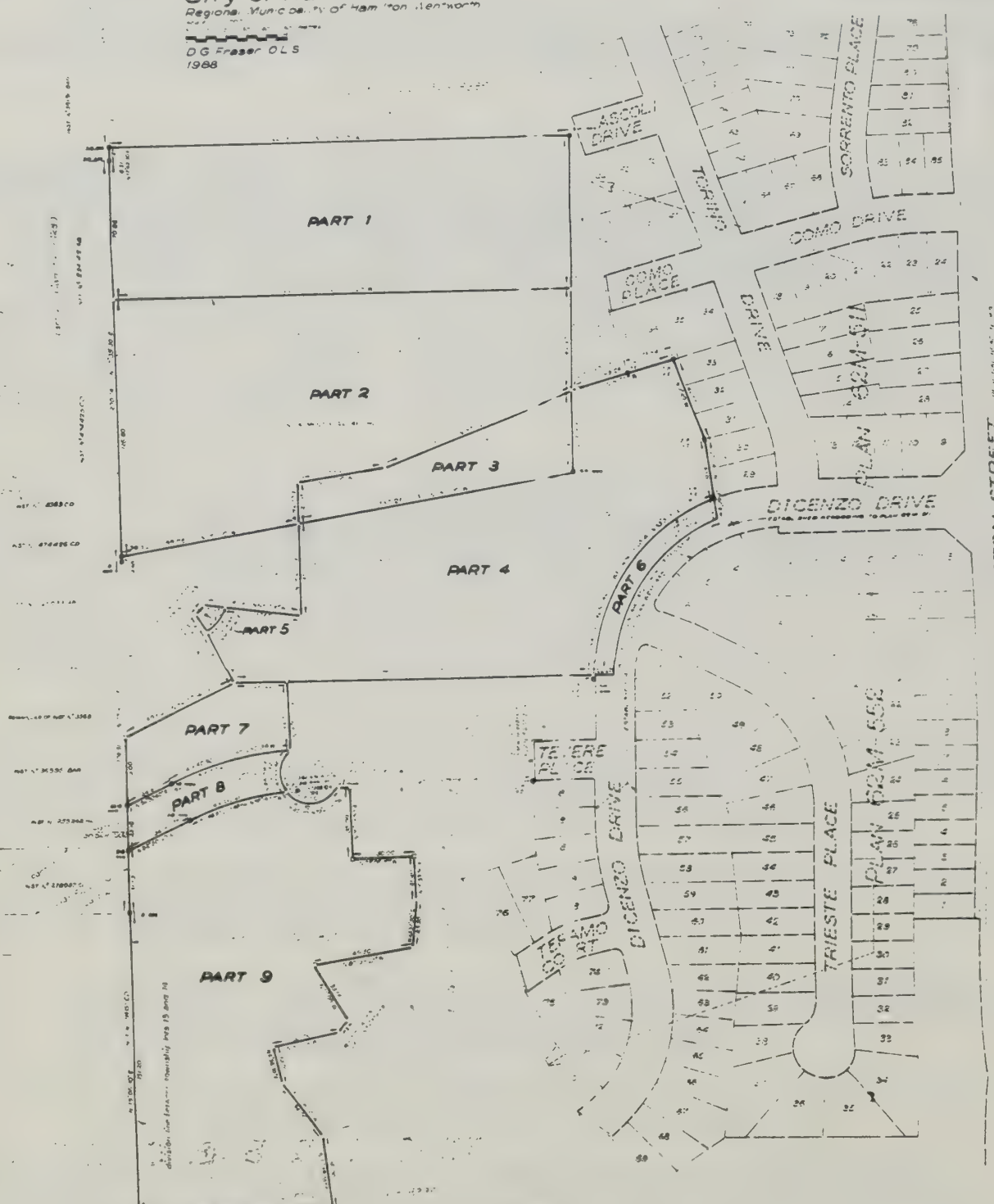
Plan of Survey of
Part of DiCenzo Drive - DiCenzo Gardens - Phase 2
Registered Plan No 62M-552
Part of Lot 13 - Concession 8
Geographic Township of Barron
City of Hamilton
Regional Municipality of Hamilton Wentworth
D.G. Fraser OLS
1988

PLAN 62R-9868

RECEIVED AND DEPOSITED
DATE: 1988 10 04
M. Richards DCR

NO.	DESCRIPTION	DATE	BY
1	PLAN OF SURVEY	1988 10 04	M. Richards
2	PLAN OF SURVEY	1988 10 04	M. Richards
3	PLAN OF SURVEY	1988 10 04	M. Richards

Part 8 Part of Parcel Street-1, Section 35W 35E
Part 9 Part of Parcel Street-1, Section 35W 35E
Part 10 Part of Parcel Street-1, Section 35W 35E



LEGEND

- 1. Part of Lot 13 - Concession 8
- 2. Part of Lot 13 - Concession 8
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- 100. Part of Lot 13 - Concession 8

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN
THE MEANING OF THE PLANNING ACT

METRIC
DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE:
I, D.G. FRASER, OLS, being duly sworn, depose and say that I am a duly qualified and licensed surveyor under the Surveyors Act, R.S.O. 1990, c. 429, and that I have surveyed the land shown on this plan and that the same is correctly and accurately shown thereon.
Dated this 10th day of October, 1988.
D.G. FRASER, OLS
DATE

RYMAL ROAD EAST

A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS CONSULTING ENGINEERS

FOR ACTION

31.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 June 26
COMM FILE: TEC-145-89
DEPT FILE: 3-9.6/3-9.2

SUBJECT:

Intersection of Roxborough Avenue and Graham Street North - Request for a School Traffic Officer/Parking Regulations.

RECOMMENDATION:

- a) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Roxborough Avenue and Graham Street North at this time; and
- b) That a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Roxborough Avenue from Graham Street North to Houghton Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

City Council
approved
1986 Sept 26

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$6,882, and presently, there are no funds budgeted for additional school traffic officers.

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

The Traffic Department has received a letter from Mr. Doug Kelterborn of the Board of Education for the City of Hamilton on behalf of the area residents.

requesting that a school traffic officer be assigned to the intersection of Roxborough and Graham. The subject intersection is a "T" type intersection, and presently, northbound traffic on Graham is required to stop for eastbound and westbound traffic on Roxborough. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police for study.

The Regional Police Department conducted studies at this location on 1989 May 15th and 16th, and observed 142 crossing movements by children during the three school crossing periods (112 across Roxborough and 30 across Graham). The Regional Police have concluded, in part, that there were regular safe gaps for children to cross and have therefore, recommended that a school traffic officer not be assigned to the intersection at this time. However, the Regional Police have also recommended that parking be prohibited on the south side of Roxborough between Graham and Houghton to improve visibility for school children attempting to cross Roxborough in this area.

There have been no reported collisions at this intersection in recent years. Thus, the intersection is operating safely, and the Traffic Department concurs with the Regional Police that a school traffic officer is not required at this intersection at this time. The Traffic Department also concurs with the recommendation for a parking prohibition on the south side of Roxborough between Graham and Houghton, but recommends that the prohibition be in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday, to allow parking in this area at other times. Periodic observations have revealed that the street is lightly parked during the day and that the parked vehicles could be accommodated in other nearby on-street spaces. Therefore, no serious parking problems should result for abutting residents.

32.

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 October 18
COMM FILE: 1-2.3
DEPT FILE: 89-6050

SUBJECT: Hanging Flower Baskets on Road Allowances

RECOMMENDATION:

- A. That the City continue to supply hanging flower baskets on road allowances in non-BIA's (approximately 156), and in BIA's (approximately 344), where ongoing maintenance has been agreed to by either the affected property owner or the BIA, and
- B. That any subsequent hanging flower baskets be provided by the City, only if on-going annual maintenance is agreed to by the affected property owners and/or the BIA.
- C. That the City of Hamilton provide watering equipment to the BIA's, and property owner groups, that have agreed to maintain the hanging flower baskets.
- D. That tenders be called for the supply of hanging flower baskets.

FINANCIAL IMPLICATIONS:

cost to grow and supply 500 hanging flower baskets \$22,000
(500) \$44.00 per basket

cost to replace and maintain damaged poles and
brackets: to replace missing hanging flower baskets ... 20,000

* cost to maintain (water and fertilize)..... 45,500
500 hanging flower baskets
(500) \$91.00 per basket

total cost to grow, supply and maintain 87,500
500 hanging flower baskets

1989 budget base for hanging flower basket 68,600

shortfall in the budget base to supply and maintain 500
hanging flower baskets \$18,900

* cost to maintain was calculated based on watering each day, 6 days per week. The proposal for the new improved hanging flower baskets will require watering only every second day. As well, costs to maintain include unionized wage salaries and rental of equipment. These costs need not be incurred to the same extent if carried out by the adjacent property owners and/or part-time employees working for BIA's.

cost to provide watering equipment if the affected property
owners and/or BIA's undertake the maintenance..... 2,000

BACKGROUND:

At its meeting on Monday, June 19, 1989 , the Transport and Environment Committee agreed to ask the Planning and Development Committee for \$37,000 for the supply and maintenance of 270 hanging flower baskets for one year only - 1989. As well, the Transport and Environment Committee directed staff to evolve a cost sharing arrangement and/or maintenance of hanging flower baskets, and floral planters in subsequent years.

A. Improved Hanging Flower Baskets

In response to discussions with other municipalities including Niagara-on-the-Lake, and North York, there will be three improvements in next year's hanging flower baskets.

- A. To create more flowers, and with more cascading blooms, flowers will be planted in the basket at two levels, the mid point of the basket and at the top.
- B. To avoid having to water every day six days per week, a rubber saucer shaped retainer will act as a reservoir to retain water in the base of the basket.
- C. A super-sorb sphagnum moss as a liner to the basket will also reduce the frequency with which the basket has to be watered.

By using both the rubber retainer and the super-sorb sphagnum moss, it is anticipated that the hanging flower baskets will have to be watered only every second day rather than every day, as is the present practice.

B. Location and Number of Hanging Flower Baskets on Road Allowances

i Hanging Flower Baskets in BIA's

Barton Street	35
International Village	50
Downtown Promenade	48
Concession Street	136
Westdale	<u>50</u>

319

Replacement Baskets	<u>25</u>
---------------------	-----------

Sub-Total	344	344
-----------	-----	-----

	Sub Total carried from item (i)	344
ii	Hanging Flower Baskets Beyond Formal BIA's	
	Kenilworth Avenue	32
	Barton Street East	72
	Concession Street	6
	James Street South	6
	King Street West	18
	King Street East	<u>2</u>
		136
	Replacement Baskets	<u>20</u>
	Sub-total	156
		<u>156</u>
	TOTAL	500

C. Tendering

To compare the City of Hamilton's cost to grow and supply hanging flower baskets, and cost to maintain the hanging flower baskets, staff contacted a number of nurseries to determine their interest in undertaking this work, and more importantly, an estimate of their costs. The following table details the cost estimates for these activities.

	Private Sector	City of Hamilton	Potential Cost Saving (500 Baskets)
Grow and Supply Hanging Flower Baskets	\$39.00/Basket	\$44.00/Basket	\$2,500
Maintain Hanging Flower Baskets	\$80.00/Basket	\$91.00/Basket	<u>5,500</u>
			<u>\$8,000</u>

Although it appears that the City's costs are approximately the same as what the private sector's costs would be, there appears to be the possibility of savings. Accordingly, it appears to be prudent that the City test this opportunity by formally calling for tenders to grow, and supply hanging flower baskets.

Furthermore, it is recognized that this tender would be for 500 hanging flower baskets, thereby excluding some suppliers willing to supply a smaller number. Therefore, the option should be given to each BIA to tender the supply for their own respective number of hanging flower baskets. However, it is important that if any BIA chooses to arrange for the supply of their own hanging flower baskets, that the City's Public Works Department be advised immediately so arrangements can be made for the tendering of the balance of the hanging flower baskets.

D. Cost Sharing Arrangements In Other

A review of the cost sharing arrangements in other municipalities confirms that there are cost sharing arrangements between the municipality and the BIA's. However, there different arrangements in each municipality.

The following is a synopsis of the cost sharing arrangements in three other municipalities.

City of Toronto

Planning Department (Graham Head 392-7447)

- BIA's assume the cost of flowers on the street (not parks)
- BIA's maintain flowers, they usually hire a nursery contractor
- Parks pay for flowers in Downtown Financial Core, under a program entitled "Blooming of Bay", but costs are reimbursed by "voluntary donations, for more information on the program call Rob Watson (392-7151)
- Some business groups (non BIA related) also put up and maintain flower baskets i.e. Chinese Business Association
- BIA's pay \$200 for insurance per year deductible in lieu of the City's liability (\$100,000) and this is now compulsory.

City of Markham

Parks and Recreation Department (Fred Bockel 475-4867)

- Both town and BIA pay for flower baskets (60% City, 40% BIA)
- City maintains it themselves (no contracting out)
- The flowers are covered under the City's general liability insurance

City of Chatham

Horticultural Society (Bill Patchekowsky 352-4051)

- Flowers are funded by the City
- BIA's make donations amounting to approximately \$8,000 - \$10,000 per year
- Horticultural Society hires students to maintain them in the summer
- The City's insurance covers them

E. Original Principal of Downtown Action Plan

Originally, when the Downtown Action Plan was initiated, discussions between the City, and the BIA's confirmed that the intent was for the City of Hamilton to initiate upgrading and improvements to the commercial areas, so that the merchants and businessmen would be encouraged to improve their respective private properties and get more involved with the dynamics within their own respective BIA's.

Patio cafes, and street vendors are two examples, where the private sector has initiated dealing with the dynamic or changing aspects of their BIA's. Staff are of the opinion that hanging flower baskets should be another area where the BIA's participate with the municipality, and have a cost sharing arrangement for the supply and maintenance of hanging flower baskets.

F. Cost Savings to City of Hamilton Taxpayers

If the respective BIA's and businesses participated by undertaking the annual maintenance of the hanging flower baskets, there would be a saving of approximately \$45,500 (\$91.00 per basket times 500 baskets). The best part of this arrangement is, if the BIA's are inventive, and creative, the additional maintenance in their budget will not add up to \$45,500. The respective BIA's are not required to equip and maintain a vehicle to maintain these hanging flower baskets, because they are not required to traverse the city. As well, the BIA's will not be required to pay unionized wages, nor will they require the staff time to traverse the city. Therefore, there should be a very nominal cost for the BIA's to maintain the hanging flower baskets.

G. Discussions on Cost Sharing With BIA's

As directed by the Transport and Environment Committee, staff have met on 3 separate occasions to arrange for a cost sharing arrangement with the BIA's. Staff met with the BIA's on Monday, September 11, 1989
Tuesday, September 26, 1989, and
Thursday, October 12, 1989

On Thursday, October 12, 1989, all of the BIA's present at the Downtown Action Plan Co-ordinating Committee were advised of the information in the report, and that the Transport and Environment Committee will receive staff's report on Monday, October 23, 1989, and would most likely hear BIA delegations at that time.

The Downtown Promenade BIA has advised that their Board of Directors is opposed to the idea of the BIA cost sharing in the supply and maintenance of hanging flower baskets, and is therefore opposed to accepting the responsibility for the annual maintenance of the hanging flower baskets.

JGP/pr

c.c.: E. Kowalski, Director
Community Development

FOR ACTION

33.

REPORT TO: Mr. R. C. Prowse, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

DATE: 1989 October 19
COMM FILE: 89-3-2.2
DEPT FILE: 89-6050

SUBJECT: *Floral Planters on Road Allowances*

RECOMMENDATION:

- A That the City continue to supply and plant floral stock in planters on road allowances in BIA's (approx. 74), and in non-BIA's (approx. 46), where ongoing maintenance has been agreed to by the affected BIA or property owner; and
- B That any subsequent floral planters be provided by the City, only if on-going annual maintenance is agreed to by the affected BIA or property owner;
- C That planters be relocated adjacent to a property owner willing to assume annual maintenance costs should present owners decline said costs.

FINANCIAL IMPLICATIONS:

1989 cost to grow and supply stock for 74 floral planters
(74) x \$15.75 per planter \$ 1,165.50

cost to maintain (water and fertilize) 74 planters for period
May 24 - Labour day
(74) x \$156.75 per planter 11,599.50

1989 for stock and maintenance of 74 planter funded by
Community Development Department Capital Budget Account 12,500.00

Shortfall in the available funding to supply and maintain
74 planters (1989) (265.00)

Further, Account No. CH 51401-60422 (Roadside Areas), has a base of \$8,000.00 for the supply of plant material, and maintenance of 46 planters that existed prior to 1988.

Taking into account. BIA and property owner involvement in planter maintenance and increased costs for plant supply, 1990 budget requirements are as follows.

Cost to grow and supply stock for 74 + 46 = 120 planters	
(120) planters x \$16.50 per planter	\$ 1,980.00
Allowance for planter repairs and relocation and/or removal..	6,020.00
1990 budget base	8,000.00
1990 maintenance costs assumed by BIA's and property owners	
(120) planters x \$164.00 per planter	19,680.00

Staff propose to establish a new account in the 1990 Streets Current Budget for floral planters for supply of stock, repair and relocation of planters in the amount of \$8,000.00.

BACKGROUND:

At its meeting on Monday, June 19, 1989, the Transport and Environment Committee agreed to request the Planning and Development Committee for \$12,500.00 for the supply and maintenance of 74 floral planters for one year only - 1989. As well, staff were directed to evolve an on-going cost sharing arrangement program with affected BIA's.

A Location and Number of Planters

The location of planters resulting from the 1989 Community Development Department funding allocation is as follows:

Downtown Promenade BIA	
- King Street East	30
- Ottawa Street BIA	<u>44</u>
	74

Further a total of 46 planters installed prior to 1988 were planted and maintained at the following locations:

James Street South	7
King Street West	12
MacNab Street South	12
King Street West (now Westdale BIA)	<u>15</u>
	46

B Original Principal of Downtown Action Plan

Originally, when the Downtown Action Plan was initiated, discussions between the City, and the BIA's confirmed that the intent was for the City of Hamilton to initiate upgrading and improvements to commercial areas, so that the merchants and businessmen would be encouraged to improve their respective private properties, and get more involved with the dynamics within their own respective BIA's.

Patio cafes, and street vendors are two examples, where the private sector has initiated dealing with the dynamic or changing aspects of their BIA's. Staff are of the opinion that floral planters should be another area where the BIA's participate with the municipality, and have a cost sharing arrangement for supply and maintenance of planters. Similarly, business establishments located outside BIA's benefiting from the planter program should participate in the same manner as recommended for organized BIA's.

C Cost Savings to City of Hamilton Taxpayers

If the respective BIA's and businesses participated by undertaking the annual maintenance of the floral planters, there would be a saving of approximately \$19,680.00 (\$164.00 per planters times 120 baskets). The best part of this arrangement is, if the BIA's and individual businesses are inventive, and creative, the additional maintenance in their budget will not add up to \$19,680.00. The respective BIA's and property owners are not required to equip and maintain these planters because they are not required to traverse the city. As well, the private sector will not be required to pay unionized wages, nor will they require the staff time to maintain the floral planters.

D Discussions on Cost Sharing With BIA's

As directed by the Transport and Environment Committee, staff met on 3 occasions with BIA representatives to discuss cost sharing arrangements.

Meetings were held on Monday, September 11, 1989
 Tuesday, September 26, 1989, and
 Thursday, October 12, 1989

RWC/pr

c.c.: E. Kowalski, Director
 Community Development

FOR ACTION

34(a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 October 4
COMM FILE:
DEPT FILE: 65-1.646

SUBJECT: By-law to Incorporate Part 11, Plan 62R-9377 into Templemead Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 15th Report of the Transport & Environment Committee, Item 9(e), adopted by City Council on October 25, 1988.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 25, 1988, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

346

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 October 10
COMM FILE:
DEPT FILE: 65-1/89.39

SUBJECT: By-law to Incorporate Block 81, Plan 62M-616 into Brigade Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 15th Report of the Transport and Environment Committee, Item 8(e), adopted by City Council on October 25, 1988.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 25, 1988, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Oakdale Estates - Phase 1" be registered first. This has been complied with now.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

FOR ACTION

34(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

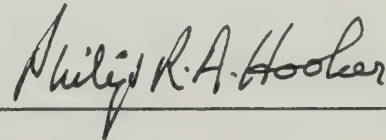
FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1989 October 10
COMM FILE:
DEPT FILE: 65-1/89.41

SUBJECT: By-law to Incorporate Parts 1 and 2, Plan 62R-10286
into Fieldway Drive

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 12th Report of the Transport & Environment Committee, Item 8(b), adopted by City Council on July 25, 1989.


Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. E. A. Simpson, City Clerk
:sr
Att.

CAYONHBLAOS
CS/TG

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK



Mrs. J. McAnanama
Public Library

LEN 374

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 01

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1989 November 06
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m

A G E N D A:

1. CP Rail Film Presentation "Serving Canada Safely" - Mr. Bob Pelland

COMMISSIONER OF ENGINEERING

2. Establishment of Dartnall Road South of Rymal Road
3. Petition Against the Construction of Concrete Sidewalks, Barton Street, North Side, Nash Road to Centennial Parkway

URBAN MUNICIPAL

NOV 7 1989

GOVERNMENT DOCUMENTS

4. Discharge of an Access Easement, known as Part 2, Plan 62R-10287, over Part of Lots, 3, 4, 5, 25, 26, 27, 28, 29, and 30, Plan 62M-618, Oakdale Estates - Phase 2 Subdivision Located East of Upper Wellington Street and North of Rymal Road in the Barnstown Neighbourhood, Hamilton
5. Discharge of Storm Water Drainage Easement over Part of Lots 49, 50 and 63, Plan 62M-465, Ridgeview Estates, Hamilton, Located South of Stone Church Road and East of Upper Wentworth Street in the Butler Neighbourhood
6. Inadvertent Encroachment Agreements

DIRECTOR OF TRAFFIC SERVICES

7. North side of Rebecca Street, east of Ferguson Avenue North - Taxi Stand
8. Crockett Street at East 35th Street - Corner Clearances
9. 113 Cannon Street East - Discharge of Residential Boulevard Parking Agreement
10. 514 John Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident
11. School Bus Loading Zone
 - (a) West side of Abbington Drive, south of Clifton Downs Road
 - (b) South side of Forest Avenue, east of Walnut Street South
12. Parking Regulations
 - (a) Glen Road between Bond Street North and Longwood Road North
 - (b) South side of Delmar Drive between Columbia Drive and Cambria Court
 - (c) Mahoney Avenue between Parkdale Avenue North and Adeline Avenue
13. School Traffic Officer
 - (a) Intersection of Grandville Avenue and Violet Drive
 - (b) Intersection of Southbend Road and Upper Wellington Street
14. Intersection Control
 - (a) Intersection of Emerald Street North and Robert Street
 - (b) Intersection of Ashley Street and King William Street
 - (c) Intersection of Brucedale Avenue and East 22nd
 - (d) Intersection of East 27th and Halam Avenue

DELEGATIONS

15. Proposed Road Allowance Closure, West Side of Owen Place between 41 and 49 Owen Place
16. Implementation of the Approved Ryckman's Neighbourhood Plan

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

	<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1.	Snow Clearing notification	Jan. 23/89	Mr. Pavelka	Report to follow
2.	Parking Regulations - Cochrane Road	Dec. 5/88	Ald. Agostino	Awaiting further notice from Ald. Agostino
3.	Tree Policy re: sidewalk damage	Aug. 21/89	Mr. Pavelka	Report to follow
4.	Garbage Pickup at Restaurant, Fast Food Stores, and other Food-Handling Operations	Oct. 02/89	Ald. Hinkley	Tabled until further notice
5.	Roxborough Avenue and Graham Street North - School Traffic Officer	Sept. 18/89	Ald. Christopherson	To be considered at Nov. 20 T & E



E. A. SIMPSON
CITY CLERK
K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1989 November 01

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Monday, 1989 November 06
2:00 o'clock p.m.
Room 233, City Hall

Robert C. Prowse, Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m

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AUG 28 1989

1.

CP Rail

Intermodal Freight Systems

Systèmes de transport

G A Swanson

Vice-President
Operation & Maintenance, East
Président
Exploitation et entretien, Est

TORONTO, August 23, 1989

E S Cavanaugh

General Manager
Operation & Maintenance, East
Général
Exploitation et entretien, Est

N R Foot

Assistant General Manager
Operation & Maintenance, East
Général adjoint
Exploitation et entretien, Est

City of Hamilton

C/O Robert C. Prouse A.M.C.T.

City Clerk's Office, City Hall

71 Main St. West

Hamilton, Ontario

L8N 3T4

W L Krestinski

Chief of Unit Engineering
Chef d'Unité, Ingénierie

R M C Muir

Chief of Unit, Mechanical
Chef d'Unité, Matériel roulant

D K Seeney

Chief of Unit Transportation
Chef d'Unité, Transport

Dear Mr. Prouse:

This is further to conversations with you and my letter dated June 30, 1989, addressed to Mr. Merling, and letter dated August 01, 1989, addressed to the Ontario Housing Corp., both of which advise of constructive action taken by CP Rail as a result of recent meetings with the Hamilton Transport and Environment Committee. I understand you have copies of both letters.

I was slightly disappointed at the August 21st Committee Meeting that Committee Members did not seem to understand the measures that CP Rail has undertaken to date, in an attempt to eliminate some concerns of Councillors. As a result, I feel it is important to bring Committee Members up to date on our progress and request to be placed on the Agenda for the next meeting in September.

As you are aware, operations of railways in Hamilton and throughout Canada have come under much public scrutiny in recent years. The recently concluded Gilbert Task Force Report on the movement of Dangerous Goods indicates that rail transport is a safe method and Canada's railways have one of the best safety records in the world. However, many politicians and the public generally don't understand this.

CP Rail has developed an award winning film entitled "Serving Canada Safely". The film is 22 minutes in length and won the Gold Award at the 1989 Houston International Film Festival. There were 2,400 entries

from 40 countries involved. I feel it is important that the Committee have an opportunity to view the film. It talks about the operational safety technologies that CP Rail has undertaken to earn us the safest railroad award by the Association of American Railways. Accordingly, may I request to be placed on the Agenda of the Committee for the purpose of showing this film.

I look forward to hearing from you re the above two requests for presentation.

Yours truly,

A handwritten signature in cursive script that reads "Bob Pelland".

Bob Pelland
Community Affairs Officer

cc: Mr. H. Merling
Chairman
Hamilton Transport & Environment Committee
Hamilton City Hall
71 Main St. West
Hamilton, Ontario
L8N 3T4

2.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
 COMMISSIONER OF ENGINEERING

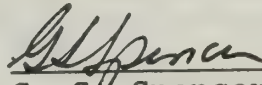
DATE: October 31, 1989
COMM FILE:
DEPT FILE: S708-28
ID#karen

SUBJECT:

Establishment of Dartnall Road
South of Rymal Road

RECOMMENDATION

- a. That the City accept title to Parts 1, 2, 4 and 5 shown on Plan 62R-9687 and Part 1 on Plan 62R-9651 from the Region of Hamilton-Wentworth.
- b. That upon registration of the Region's plan of subdivision, Hamilton Mountain Industrial Park No. 2, the City Solicitor be authorized and directed to prepare a by-law to incorporate Parts 1 and 5 of Plan 62R-9687, and Part 1 of Plan 62R-9651 into the road allowance of Dartnall Road.
- c. That the Commissioner of Engineering be authorized to construct Dartnall Road from Rymal Road to approximately 500 m southerly at a total estimated cost of \$367,000 provided the Region pays for one-half the cost (\$183,500), as the Region is the owner or has an interest in the abutting properties on the east side of the road. (The City's share will be 100% recoverable at the time of development of the lands to the west).
- d. That the Co-ordinating Committee be requested to recommend the method of financing the cost of the work.



G. S. Spencer
Commissioner of Engineering

FINANCIAL CONSIDERATIONS

The total cost of the roadwork is estimated at \$367,000. One-half this cost will be paid by the Region because the Region is the owner and subdivider of the majority of lands on the east side of the road and

Cont'd

Establishment of Dartnall Road
South of Rymal Road

Cont'd

has a purchase and sale agreement with the owner of the remainder of the lands. The other half of the cost (\$183,500) would be paid for by the City in accordance with existing policy and would be fully recoverable at the time of development of the lands to the west.

Sufficient funds are provided in the City's Capital Budget, "Municipal Services - City's Share of the Local Improvements in Industrial Subdivisions" which was specifically funded for this subdivision.

BACKGROUND

The Region of Hamilton-Wentworth intends to register an industrial plan of subdivision establishing Dartnall Road southerly from Rymal Road and eleven lots abutting the road.

The Region of Hamilton-Wentworth intends to establish Dartnall Road south of Rymal Road and eleven lots and one block by registered plan of subdivision in accordance with the City's approved neighbourhood plan of the area. To establish Dartnall Road at its designated width of 36m, the Region has also acquired additional lands to the west of the plan of subdivision, and these are to be incorporated into the road allowance upon registration of the plan.

Dartnall Road will form the major arterial roadway through the Mountain Industrial Park and southerly into the Glanbrook Industrial Park. In the future the road will be widened to possibly five lanes; however, in the short term only two lanes are required to adequately serve the area. Because of the eventual widening of the road, it is recommended that the road be initially constructed at two lanes without curbs. This will permit the most economic staging of the road construction.

The City's current policy with respect to constructing roads within an Industrial park is to proceed under the Local Improvement Act. This allows abutting development to delay the payment of the cost of the road by having the cost added to taxes over 15 years if so desired. In this instance however, the Region has negotiated with the abutting owners to pay the outstanding costs at time of development and wishes to sell the newly created lots with all development costs prepaid. As the City and the Region are the only contributing parties to the cost of the roadway, it is recommended that the work not proceed under the Local Improvement Act. The benefit to not proceeding under the Act is a more expeditious approval process.

GA:klv

cc: E. Matthew, Att: B. Hotrum
cc: J. Schatz, Clerk's Department

3.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
COMMISSIONER OF ENGINEERING

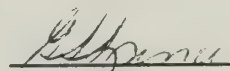
DATE: 1989 October 20
COMM FILE: 3-11.10.2
DEPT. FILE: 802-72
ID Jackie

SUBJECT

Petition Against the Construction of Concrete Sidewalks, Barton Street,
North Side, Nash Road to Centennial Parkway

RECOMMENDATION

That the construction of an independent concrete sidewalk on the north
side of Barton Street between Nash Road and Centennial Parkway not be
proceeded with as a local improvement.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

On July 25, 1989, Council in adopting Section 3 of the 13th Report of
the Co-ordinating Committee approved the construction of concrete
sidewalks on the south side of Barton Street from Kenora Avenue to
Centennial Parkway and on the north side of Barton Street from Nash
Road to Centennial Parkway as a local improvement, Section 12, City
initiative.

Under this section of the Local Improvement Act, the work may proceed
unless a sufficiently signed petition against the work is received. In
order for the petition against to be sufficiently signed, it must be
signed by a majority of the owners representing at least 50% of the
assessed value of the lots abutting the proposed work.

Cont'd

-Page 2-
1989 October 20

Petition Against the Construction of Concrete Sidewalks, Barton Street,
North Side, Nash Road to Centennial Parkway

Cont'd

We have been advised by the City Clerk that a sufficiently signed petition against the sidewalk work on the north side of Barton Street has been received. Therefore, we recommend the sidewalks not be installed at this time.

There will be a continuous sidewalk on the south side of Barton Street from Nash Road to Centennial Parkway once the project is completed.

RPM:ja

Edm
cc: E.C. Matthews, City Treasurer
Att: B. Hotrum
cc: G. Lawson, Commissioner of Finance
Att: G. Jagger
cc: J. Schatz, Secretary
Co-ordinating Committee
cc: G. Baguley
Engineering

4.

F O R A C T I O N

REPORT TO: MR. R.C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING

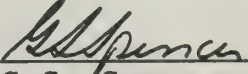
DATE: 1989 October 25
COMM FILE:
DEPT. FILE: S715-22

SUBJECT

Discharge of an Access Easement, Known as Part 2, Plan 62R-10287, Over Part of Lots 3,4,5,25,26,27,28,29 and 30, Plan 62M-618, Oakdale Estates - Phase 2 Subdivision Located East of Upper Wellington Street and North of Rymal Road in the Barnstown Neighbourhood, Hamilton

RECOMMENDATION

That the Mayor and City Clerk be authorized and directed to execute the "Quit Claim" documents for the release of the access easement known as Part 2, Plan 62R-10287, over Part of lots 3,4,5,25,26,27,28,29 and 30, Plan 62M-618, as the access easement is no longer required.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The City has previously taken an access easement, Part 2, Plan 62R-10287 in instrument number 92113 H.L. from the east limit of Melissa Street and continuing easterly for approximately 140m to maintain access to the future public school site in the Barnstown neighbourhood.

This easement was to remain until highway access from the east was established.

This access has now been established through a registered plan of subdivision Oakdale Estates - Phase 2, Plan 62M-618. The property now fronts a legal highway called Brigade Drive.

Cont'd


-Page 2-
1989 October 25

Discharge of an Access Easement, Known as Part 2, Plan 62 R-10287, Over Part of Lots 3,4,5,25,26,27,28,29 and 30, Plan 62M-618, Oakdale Estates - Phase 2 Subdivision Located East of Upper Wellington Street and North of Rymal Road in the Barnstown Neighbourhood, Hamilton

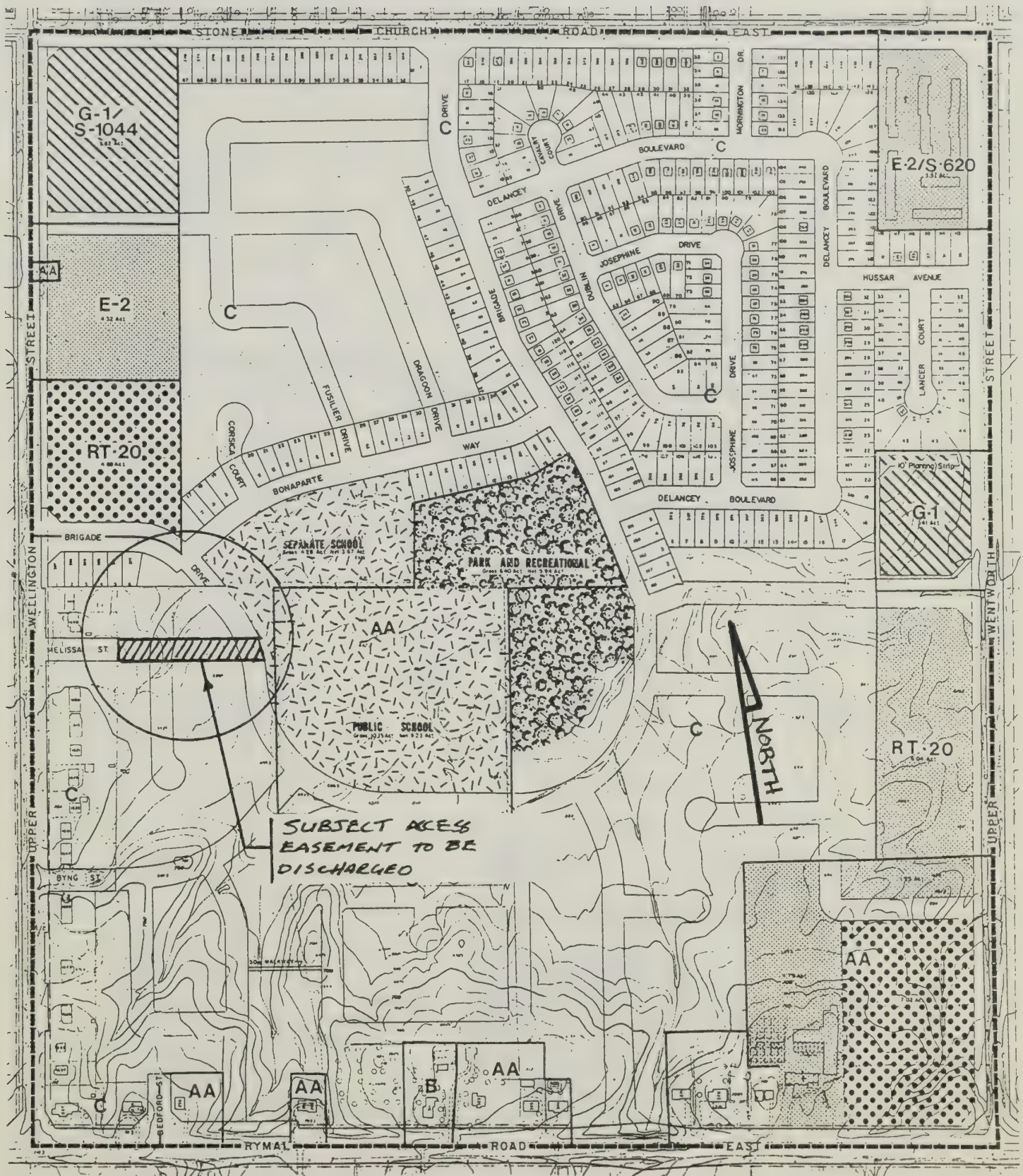
Cont'd

A copy of Plan 62R-10287 and 62M-618 are attached for your information. Also, for the Committee's information, Melissa Street from Upper Wellington Street to the west limit of Part 2, Plan 62R-10287 has previously been closed by By-Law.

Therefore, the easement is no longer required.

 CAU:ja
Encl.

cc: B. Douglas, Engineering
cc: L. Farr, City Solicitor's



KEY PLAN

N.T.S.

PLAN 62M-618

SCHEDULE 'A'

M-2790-B

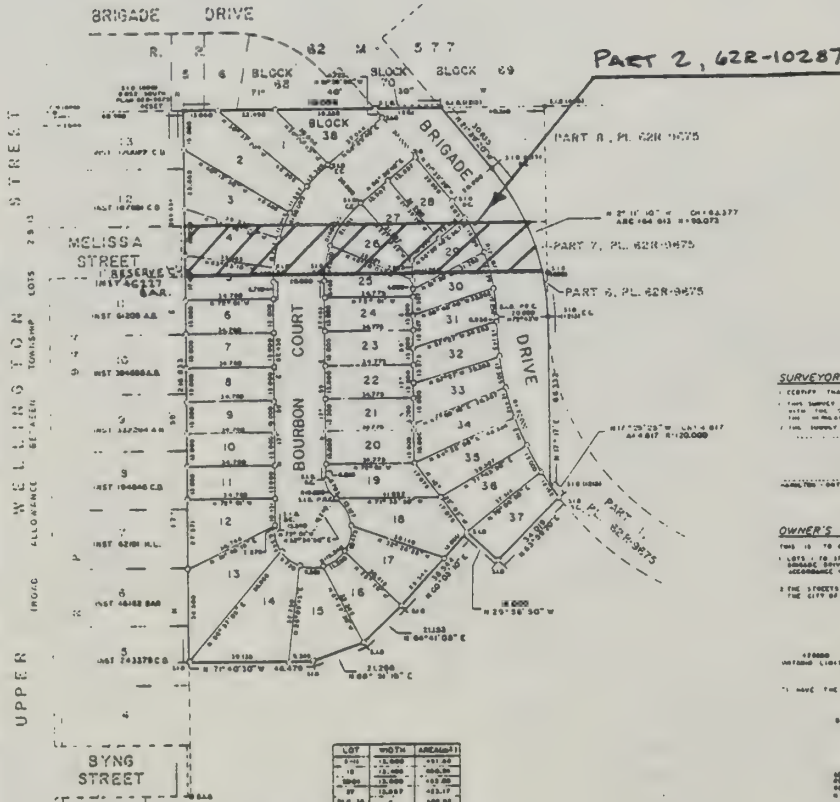
Dakdale Estates - phase two

BEING A PLAN OF SUBDIVISION
OF PART OF
LOT 12, CONCESSION 8
PERMANENTLY IN THE TOWNSHIP OF BARTON
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE 1:1000
DATE 1987-04-14



PLAN 62M-618

I CERTIFY THAT THIS PLAN ONLY IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF HAMILTON AT 1000 AND ENTERED IN THE REGISTER FOR PARCEL PLAN 1, SECTION 21M-1000 AND REQUIRED COMMENTS AND AFFIDAVITS ARE REGISTERED AS PLAN DOCUMENT 11



APPROVED UNDER SECTION 10 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH THIS DAY OF 1987

APPROVED UNDER SECTION 10 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH THIS DAY OF 1987

APPROVED UNDER SECTION 10 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH THIS DAY OF 1987

SURVEYOR'S CERTIFICATE

I CERTIFY THAT I HAVE EXAMINED THE PLAN AND THE SURVEY AND AM SATISFIED THAT THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT AND THAT THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT

OWNER'S CERTIFICATE

I CERTIFY THAT I HAVE EXAMINED THE PLAN AND THE SURVEY AND AM SATISFIED THAT THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT AND THAT THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT

I HAVE THE AUTHORITY TO SIGN THE CERTIFICATE

SIGNED THE DAY OF 1987

NOTE: THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT AND THAT THE PLAN IS CORRECT AND THAT THE SURVEY IS CORRECT

LEGEND

1. ALL LOTS ARE 100.00 SQ. M.
2. ALL LOTS ARE 100.00 SQ. M.
3. ALL LOTS ARE 100.00 SQ. M.
4. ALL LOTS ARE 100.00 SQ. M.
5. ALL LOTS ARE 100.00 SQ. M.

NOTE: DISTANCES SHOWN IN METERS

TOTAL AREA

100.00 SQ. M.

MACKAY, MACKAY & PETER, LIMITED

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

100.00 SQ. M.

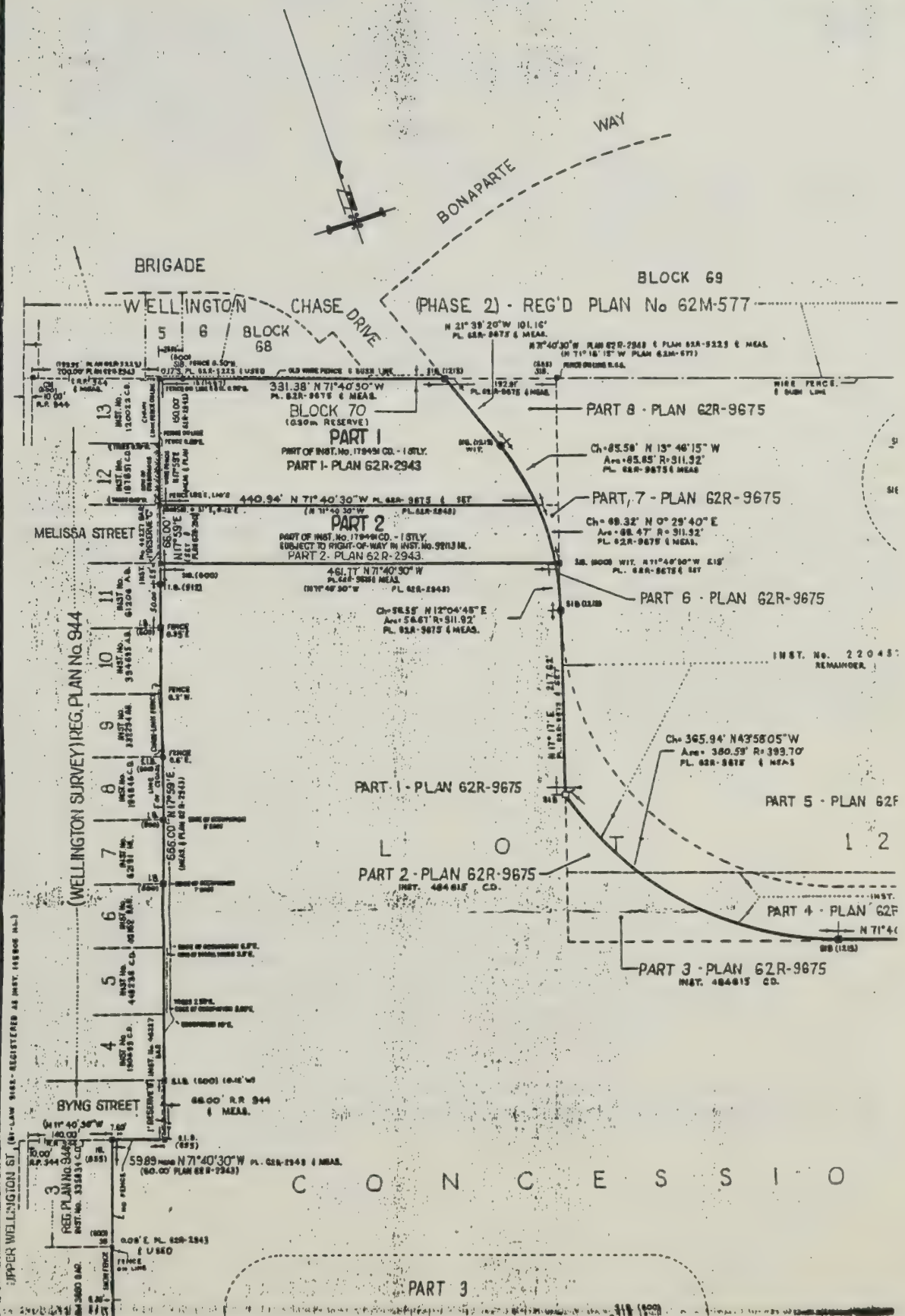
100.00 SQ. M.

100.00 SQ. M.

REVISÉ MAY 5/87

M-2790-B

PLAN 62R-10287



5.

F O R A C T I O N

REPORT TO: MR. R.C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G.S. SPENCER
 COMMISSIONER OF ENGINEERING


DATE: 1989 October 24
COMM FILE:
DEPT. FILE: S718-49
ID Jackie

SUBJECT

Discharge of Storm Water Drainage Easement over Part of Lots 49, 50 and 63, Plan 62M-465, Ridgeview Estates, Hamilton, Located South of Stone Church Road and East of Upper Wentworth Street in the Butler Neighbourhood.

RECOMMENDATION

That the Mayor and City Clerk be authorized and directed to execute the "Quit Claim" documents for the release of a storm water drainage swale which is registered against Lots 49, 50, and 63, Plan 62M-465, as the agreement is no longer required to be registered against these lands.



G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

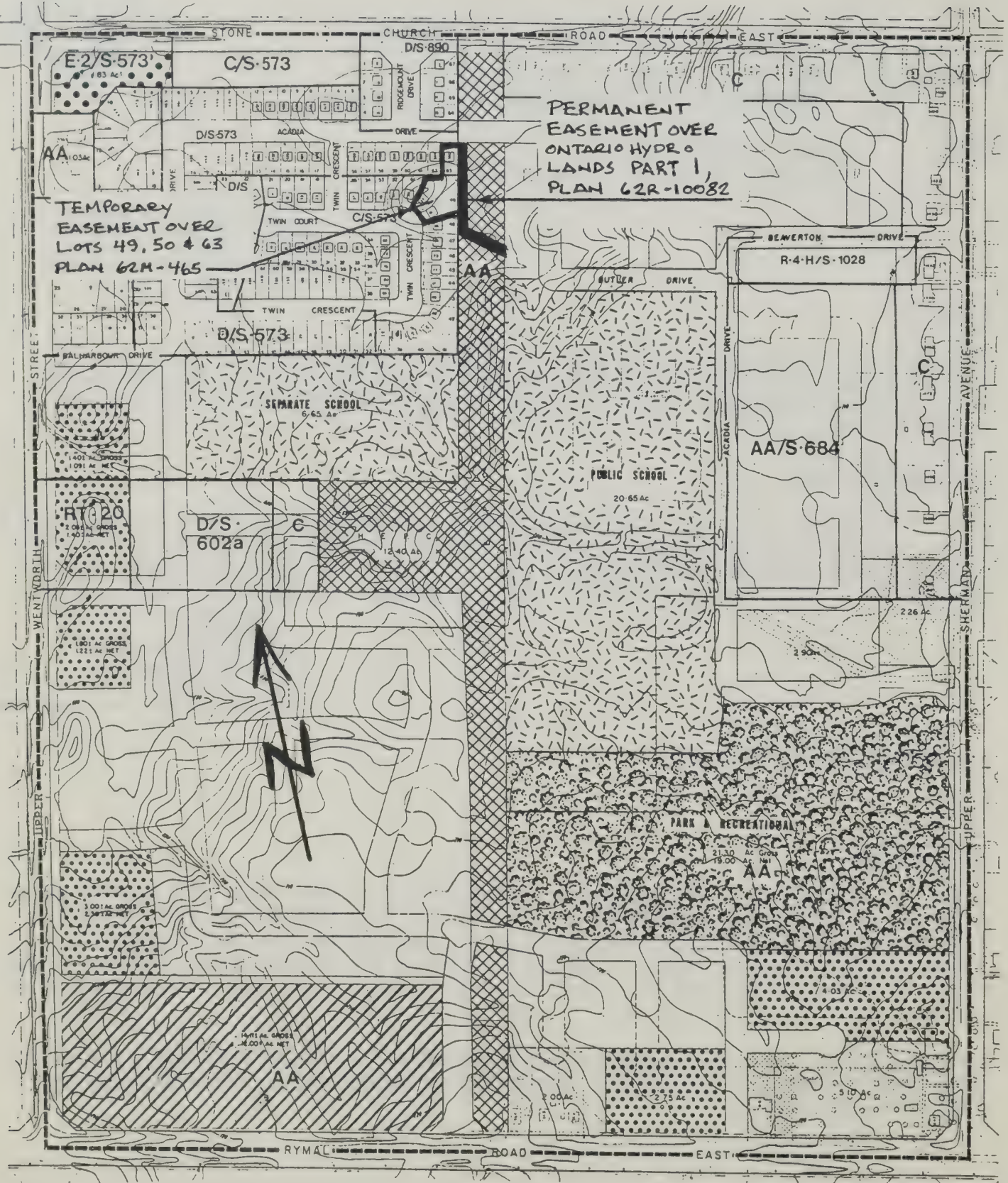
BACKGROUND

Under the Subdivision Agreement Schedule "D", the City was previously granted a temporary easement over Lots 49, 50 and 63 on Plan 62M-465 for storm drainage purposes until such time that the developer of Ridgeview Estates - Phase 1 could obtain a permanent easement over the Ontario Hydro lands to the east and at the rear of the above mentioned lands.

Ontario Hydro has now granted this permanent easement known as Part 1, Plan 62R-10082, to the City, therefore the temporary easement is no longer required.

cal
CAU:ja
Encl.

cc: B. Douglas, Engineering
cc: L. Farr, City Solicitor's



KEY PLAN

N.T.S.

5-6548-A

JOHN A. SUNDSTROM OF
 PART OF LOT 10 - CONCESSION 8
 APPROXIMATELY IN THE
 TOWNSHIP OF BARTON
 NOW IN THE
 CITY OF HAMILTON
 ORIGINAL MUNICIPALITY OF HAMILTON DISTRICT
 SCALE 1:1000
 0 1 2 3 4 5 6 7 8 9 10 METRES
 J. JOHN WATSON O.S.
 1978

APPROVED UNDER SECTION 50 OF THE OLDSMANS ACT BY THE
COUNCIL OF THE DISTRICT MUNICIPALITY OF HAMILTON-WENTWORTH
THIS DAY OF ... 1908

[illegible]

CLIMATE DATA						
DATE	TIME	WIND	TEMP	REL. HUM.	WIND DIR.	WIND SPEED
11/11/01	14:00	10	15.0	65	100	10
11/11/01	15:00	12	16.0	60	110	12
11/11/01	16:00	15	17.0	55	120	15
11/11/01	17:00	18	18.0	50	130	18
11/11/01	18:00	20	19.0	45	140	20
11/11/01	19:00	22	20.0	40	150	22
11/11/01	20:00	25	21.0	35	160	25
11/11/01	21:00	28	22.0	30	170	28
11/11/01	22:00	30	23.0	25	180	30
11/11/01	23:00	32	24.0	20	190	32
11/11/01	00:00	35	25.0	15	200	35
11/11/01	01:00	38	26.0	10	210	38
11/11/01	02:00	40	27.0	5	220	40
11/11/01	03:00	42	28.0	0	230	42
11/11/01	04:00	45	29.0	0	240	45
11/11/01	05:00	48	30.0	0	250	48
11/11/01	06:00	50	31.0	0	260	50
11/11/01	07:00	52	32.0	0	270	52
11/11/01	08:00	55	33.0	0	280	55
11/11/01	09:00	58	34.0	0	290	58
11/11/01	10:00	60	35.0	0	300	60
11/11/01	11:00	62	36.0	0	310	62
11/11/01	12:00	65	37.0	0	320	65
11/11/01	13:00	68	38.0	0	330	68
11/11/01	14:00	70	39.0	0	340	70
11/11/01	15:00	72	40.0	0	350	72
11/11/01	16:00	75	41.0	0	360	75
11/11/01	17:00	78	42.0	0	370	78
11/11/01	18:00	80	43.0	0	380	80
11/11/01	19:00					

NOTE: FOLLOWED AND OBSERVED NOTHING
AND THE DIFFERENCE TO THE SOUTH PART OF
STONE CANYON ROAD ON A CORNER OF
1/4 SEC. 20, T4N, R10E, S10E, ON CORNER OF 20-4-32E.

2-WAY = 0.00000000 2-WAY 0.00 0.00000000
 3-WAY = 0.00000000 3-WAY 0.00 0.00000000
 4-WAY = 0.00000000 4-WAY 0.00 0.00000000
 5-WAY = 0.00000000 5-WAY 0.00 0.00000000

1. LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 84

SUBJECT'S COMMITMENT

1. CERTIFY THAT

1. THIS SURVEY WAS RUN IN ACCORDANCE AND IN COMPLIANCE WITH THE SURVEY ACT AND THE TITLES ACT AND THE REGULATIONS MADE HEREUNDER

2. THE SURVEY WAS COMPLETED ON THE _____ DAY OF _____

WASHINGTON OFFICE

MACKAY, MACKAY & PETERS LIMITED
OUTRIGGERS AND SUBOUTRIGGERS
MARINE OUTRIGGERS

S-6548-A

62R-10082

I REQUIRE THE PLAN TO BE DEPOSITED
UNDER THE REGISTRY ACT.

DATED: JANUARY 13, 1988

J. DAVID PETERS, O.L.S.

PLAN 62R-10082

RECEIVED AND DEPOSITED

DATED: 1989, 01

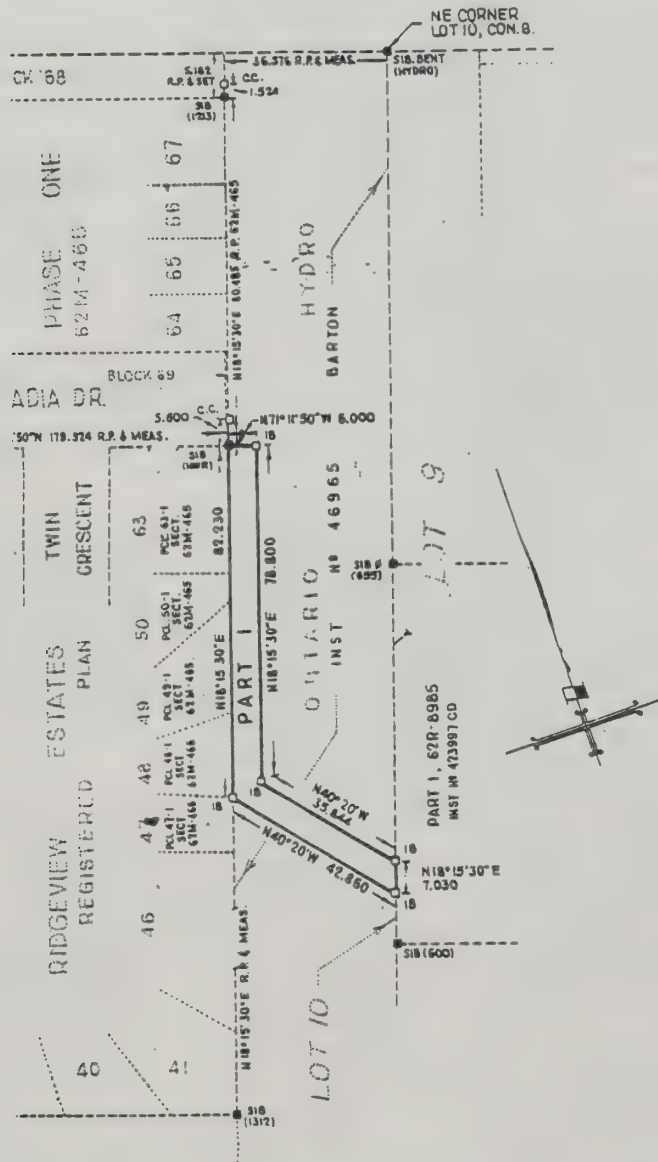
J. DAVID PETERS, O.L.S.

FOR THE REGISTRY DIVISION

STONE CHURCH ROAD
ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

SCHEDULE

PART	LOCATION	INSTRUMENT NO.
1	PART OF LOT 10, CON. 8 TOWNSHIP OF BARTON	INST. NO. 46965 8AR.



PLAN OF SURVEY
OF
PART OF LOT 10
CONCESSION 8
IN THE FORMER
TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPAL OF HAMILTON-WENTWORTH

SCALE: 1:1000

10 5 0 10 20 30 40 50 METERS

J. DAVID PETERS, O.L.S.
1988.

BEARING NOTE:

BEARINGS ARE ASTROMOMIC AND ARE REFERRED TO THE
EASTERN LIMIT OF RIDGEVIEW ESTATES PHASE ONE ON A
COURSE OF N18°15'30"E ACCORDING TO REG'D PLAN 62M-465

METRIC:

DISTANCES SHOWN ON THIS PLAN ARE IN METERS AND CAN
BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

204TD378

NOTES REG'D PLAN 62M-465
NOTES AN IRON BAR PLANTED
NOTES AN IRON BAR FOUND
NOTES A CUT CROSS
NOTES A 0.07M SQUARE IRON BAR
NOTES A 0.015 SQUARE IRON BAR
NOTES A 0.015 ROUND IRON BAR
NOTES WITNESS
HAMILTON-WENTWORTH REGION
J. DAVID PETERS, O.L.S.

CAUTION:

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN
THE MEANING OF THE PLANNING ACT.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH
THE SURVEYS ACT AND THE REGISTRY ACT AND THE
REGULATIONS MADE THEREUNDER.

2. THE SURVEY WAS COMPLETED ON THE 22ND DAY OF APRIL 1988.

HAMILTON-OCT AUGUST 3RD 1988

Donald F. Burrows
DONALD F. BURROWS
ONTARIO LAND SURVEYOR

MACKAY, MACKAY & PETERS LLP

ONTARIO LAND SURVEYORS
ESTABLISHED 1908

SUITE 808, UNION GAS BUILDING
28 HUGHSON STREET SOUTH
HAMILTON - ONTARIO L8N 2A1
TELEPHONE: (416) 526-7471

PLAN NO Y-1

M15-394 Re1 603-03143-3157-54071100

NT75 x 2C

6.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: October 25, 1989
COMM FILE: 3-115
DEPT FILE: T103-50
ID#0043D

SUBJECT:

Inadvertent Encroachment Agreements

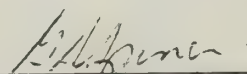
RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".



G. S. Spencer
Commissioner of Engineering

-Page 2-

October 12, 1989

Cont'd

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:

c.c. L. Farr, City Solicitor's Dept.

SCHEDULE "A"

<u>Address/Location</u>	<u>Type of Encroachment</u>	<u>Owner</u>	<u>Solicitor/Agent Address</u>	<u>Fees 1st Year/Annual</u>	<u>File No.</u>
208 Sherman Ave. N./ Clinton Street	Steps 7.42' X 5.23' Conc. Wall (3) 6.93' X 6.58' 6.28' X 8.51' 6.35' X 10.45'	Mr. Gaetano D'Alessio Mr. Carlo D'Alessio	Rosenblood, Renaud, Spitalé Barristers and Solicitors 20 Hughson Street South Suite 1008 Hamilton, Ontario L8N 2A1 Att: Mr. C. Spitalé	\$26.00 - \$20.00	T103-50(765)
80 Pottruff Rd./ Pottruff Rd.	Conc. Stoop 3.20' X 6.38' Steps 4.80' X 3.20'	Messrs. Howell and Howell	Lowe, Arsenault Barristers and Solicitors 804-20 Hughson St. South Hamilton, Ontario L8N 2A1 Att: J. F. Arsenault	\$105.00 - \$20.00	T103-50(772)
66 Burton Street/ Emerald St. North	Building 45' X 0.9'	Mr. Roger Crowder Mr. Micheal Murray	Ralfe, Green, Germann & Forsyth Barristers and Solicitors P.O. Box 400 411 Guelph Line Burlington, Ontario. L7R 3Y3 Att: Mr. G. Germann	\$105.00 - \$20.00	T103-50(787)
55 Mary Street North/ Rebecca St. & Mary St.	Building 4.31' X 8.0' Building 1.54' X 3.0' Wall 0.22' OVER Wall 5.5' X 1.07'		Burns, Vasan, Christmas, McLeod, Cimba Barristers and Solicitors Stelco Tower P.O. Box 987 100 King Street West Suite 1200 Hamilton, Ontario. L8N 4B7 Att: Mr. J. Scott	\$105.00 - \$20.00	T103-50(757)
567 Mary Street North/ Mary Street North	Building 16.11' X 0.80' Porch 16.11' X 6.32'		Stancer, Sidenberg Barristers and Solicitors 290 Lawrence Avenue West Toronto, Ontario M5M 1B3 Att: Mr. R. Stancer	\$105.00 - \$20.00	T103-50(807)

57 Florence Street/ Florence Street	Steps 3.76' X 2.6'	Mr. Matthew Baxter Ms. Deborah Ruda	Byne, Martin & Bedford Barristers and Solicitors 66 John Street South Hamilton, Ontario. L8N 2C4 Att: Mr. B. Bedford	\$105.00 - \$20.00	T103-50(814)
194 John Street North/ Robert Street	Building 3.0' X 1.54' Building 40.70' X 0.88'	Ms. Carole Zmenak	Orbach, Katzman & Herschorn Barristers and Solicitors 417 Parliament Street Toronto, Ontario M5A 3A1 Att: Mr. M. Katzman	\$26.00 - \$20.00	T103-50(813)
206 Wellington St. S./ Wellington Street	Veranda 25.50' X 1.2'	Mr. Fred Hall Ms. Margaret Harrison	Drew E. Horlacher Barrister, Solicitors, Notary Public 75 Young Street Hamilton, Ontario L8N 1V4 Att: Drew Horlacher	\$105.00 - \$20.00	T103-50(790)
27 Glendale Avenue/ Glendale Avenue	Steps 4' X 2'	Mr. Paul Bell Ms. Darlene Bell	Burns, Vasan, Christmas, McLeod, Cimba Barristers and Solicitors Stelco Tower P.O. Box 987 Suite 1200 100 King Street West Hamilton, Ontario. L8H 4B7 Att: Mr. J. Scott	\$105.00 - \$20.00	T103-50(729)
315 York Boulevard/ York Boulevard	Building 76.88' X 0.37'	Ashenhurst Nounens & Associates Ltd.	Ross and McBride Barristers and Solicitors 10th-11th Floors Commerce Place 1 King Street West P.O. Box 907 Hamilton, Ontario. L8N 3P6 Att: Mr. R. L. Robinson	\$109.00	T103-50(760)

FOR ACTION

7.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

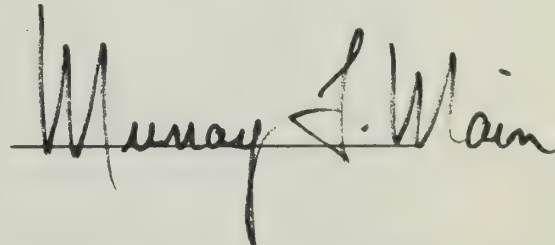
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 20
COMM FILE:
DEPT FILE: TEC-263-89

SUBJECT: North side of Rebecca Street, east of Ferguson Avenue North - taxi stand.

RECOMMENDATION:

- a) That a taxi stand be implemented on the north side of Rebecca Street commencing at a point 108 feet east of Ferguson Avenue North and extending to a point 55 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

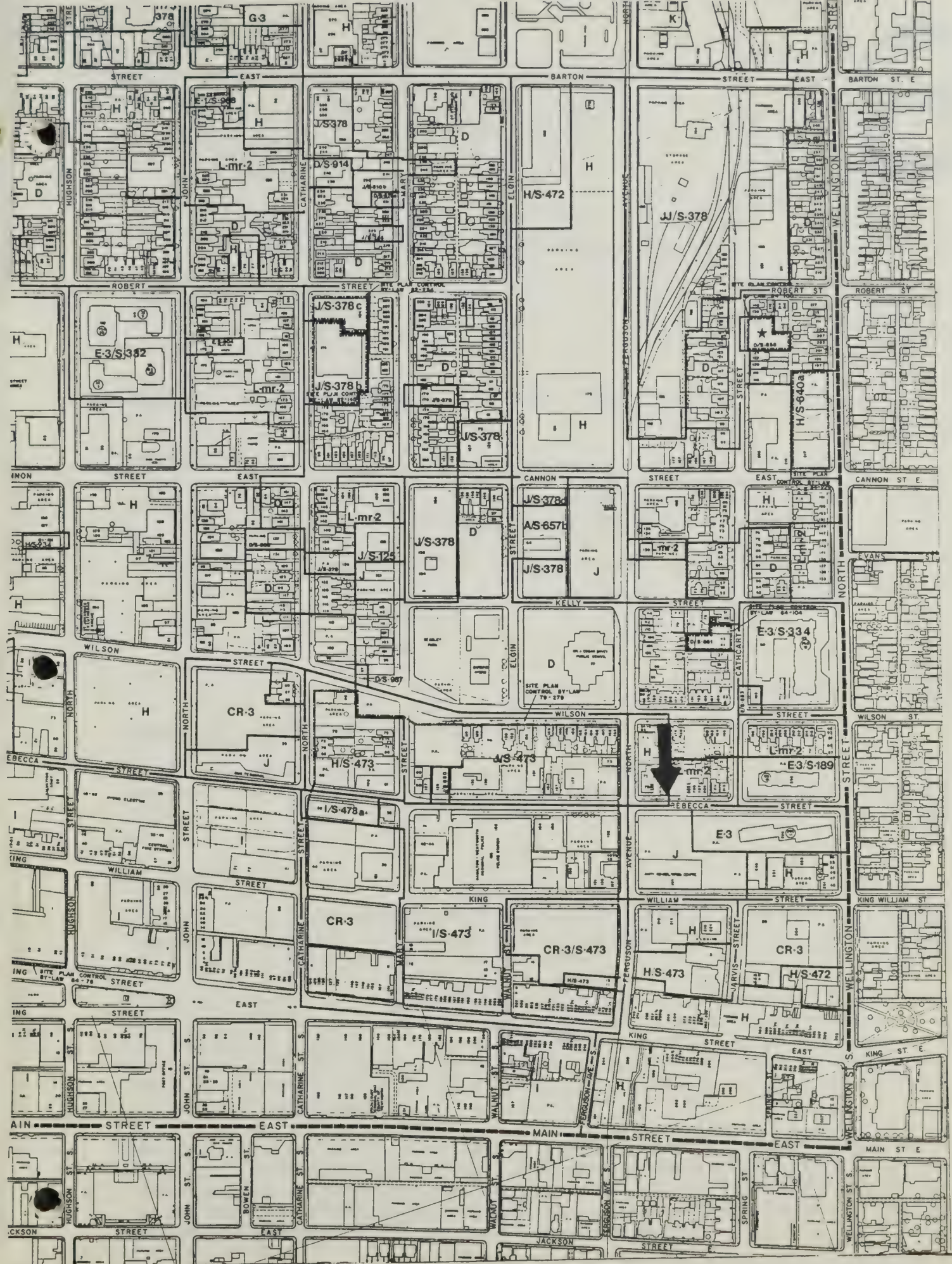
BACKGROUND:

Mr. Steve Dembe, Manager of Licencing, City Clerk's Department, has asked the Traffic Department to investigate a complaint related to the parking regulations on the north side of Rebecca Street in front of the City of Hamilton Taxi Inspection Office. At the present time, there is no on-street area in front of this office for taxi operators to leave their vehicles while waiting for inspection, since the area in front of the building is presently signed "No Stopping". The remainder of the block on the north side of the street is occupied by parking meters.

An investigation has revealed that the "No Stopping" area in front of the taxi office is signed in accordance with a general by-law provision which prohibits stopping on the approach side of any railway crossing in the City. However, it has been concluded that it would be possible to shorten this "No Stopping" regulation and to allow the implementation of one reserved space for taxis.

It has also been requested that one on-street parking meter be removed in order to allow the implementation of a taxi stand immediately to the east of the taxi office. An investigation has revealed that the parking meter in question is located directly in front of a vacant lot, and that the parking meters in question are generally never fully occupied. Therefore, the loss of one metered parking space to allow the installation of a taxi stand should not create any parking difficulties in this area, and the Traffic Department concurs with this request.

The net result will be the loss of one parking meter and the implementation of one 55 foot taxi stand on the north side of Rebecca in front of the taxi office and in front of the neighbouring vacant lot.



FOR ACTION

8.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

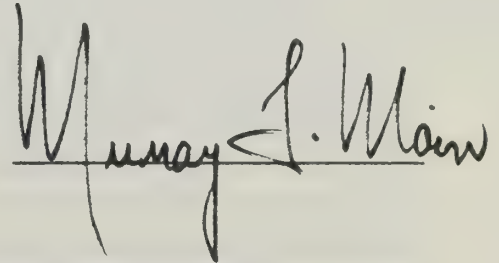
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 18
COMM FILE: 3-9.3
DEPT FILE: TEC-259-89

SUBJECT: Crockett Street at East 35th Street - corner clearances.

RECOMMENDATION:

- a) That stopping be prohibited on the north side of Crockett Street between East 35th Street and a point 50 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have been provided in the 1989 Traffic Department operating budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has advised of complaints by residents of East 35th Street regarding visibility obstructions created by parked vehicles on the north and south sides of Crockett Street at East 35th.

Presently, there is unrestricted free parking on both sides of Crockett in this area. A Traffic Department investigator has confirmed that vehicles parked on the north side of Crockett, east of East 35th obstruct visibility for motorists on East 35th Street attempting to enter Crockett. Therefore, the Traffic Department recommends that a corner clearance be implemented on the north-east corner as a safety measure.

The implementation of the proposed corner clearance would result in a loss of one legal on-street parking space. However, the Traffic Department would not anticipate any parking problems resulting since all the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.



FOR ACTION

9.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

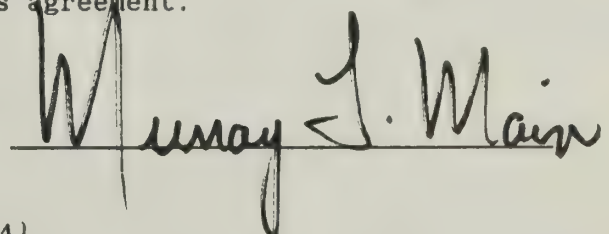
DATE: 1989 October 25
COMM FILE:
DEPT FILE: TEC-184-89

SUBJECT:

113 Cannon Street East - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATIONS:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 497578 C.D. to the property at no. 113 Cannon Street East be discharged; and
- (b) That the owner of the property be re-imbursed the \$20.00 registration fee (from account no. CH-55428-75001) and the \$10.00 insurance fee (from account no. CH-48001-75920) and that the City assume the fee to discharge the agreement (approximately \$20.00 from account no. CH-55428-75001); and
- (c) That the owner of the property be re-imbursed in the amount of \$170.00 (from account no. CH-55428-75001) to cover the cost of the private legal fees; and
- (d) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

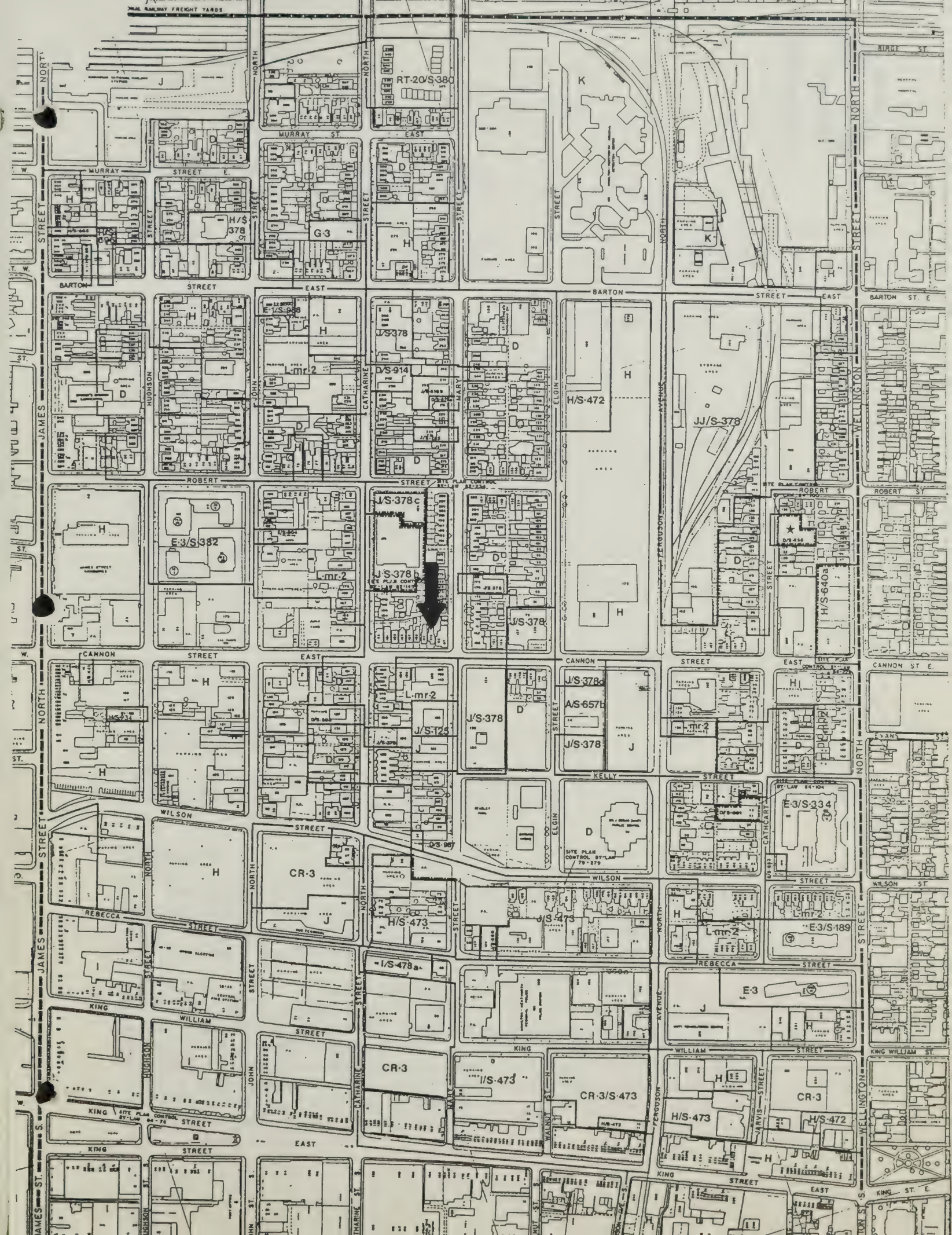
See above.

BACKGROUND:

On 1989 March 6, a residential boulevard parking agreement was executed by Mr. Fedele Scime, to allow one vehicle to be parked partially on the City boulevard and partially on the private property at 113 Cannon Street East. However, it was recently noted that Cannon Street East is a Regional road rather than a City street. Thus, the agreement was executed in error and should be discharged in order that the title of the property is correct.

It would be appropriate to discharge the existing agreement at the City's expense and to re-imburse the property owner all fees associated with executing the agreement.

cc: Mr. P. Hooker, Acting City Solicitor



FOR ACTION

10.

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

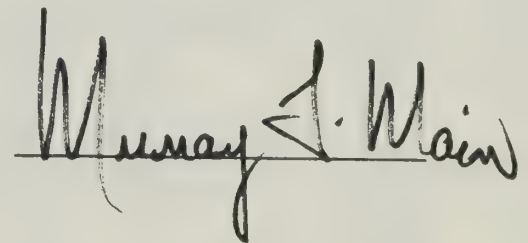
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 27
COMM FILE:
DEPT FILE: TEC-267-89

SUBJECT: 514 John Street North - request for a reserved permit parking space for a handicapped resident.

RECOMMENDATION:

- a) That a permit parking regulation be implemented on the east side of John Street North, commencing at a point 114 feet south of Burlington Street east and extending to a point 22 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Pam Cayuga, 514 John Street North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds have provided in the 1989 Traffic Department operating budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mrs. Pam Cayuga of 514 John Street North has requested that a reserved permit parking space be designated on the street in front of her home since her daughter is handicapped. Presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of John Street North in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mrs. Cayuga possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



FOR ACTION

11 (a)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

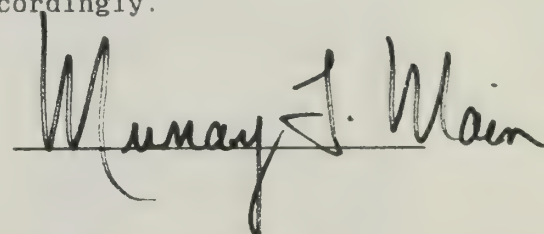
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 20
COMM FILE: 3-9.7
DEPT FILE: TEC-262-89

SUBJECT: West side of Abbington Drive, south of Clifton Downs Road
- Request for a School Bus Loading Zone

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. - 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Abbington Drive commencing at a point 147 feet south of Clifton Downs Road and extending to a point 40 feet southerly therefrom, and
- b) That the City Traffic By-law 89-72 be amended accordingly.



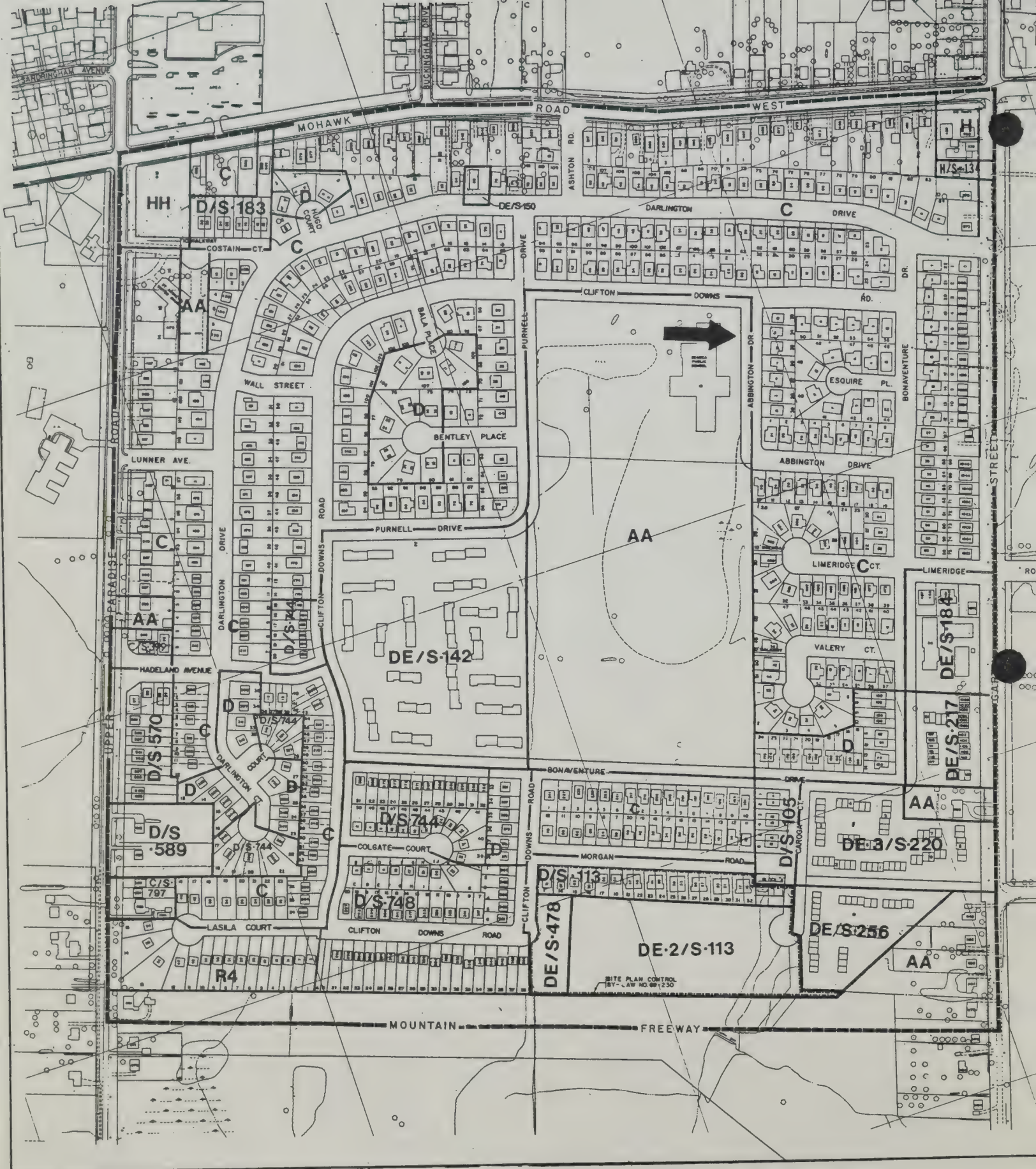
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Board of Education for the City of Hamilton requesting that a school bus loading zone be implemented for Seneca Elementary School on the west side of Abbington, south of Clifton Downs, to accommodate one school bus. Presently, parking is permitted at all times on the east side and there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Abbington, directly in front of Seneca Public School.

Although school buses are permitted to stop to load and unload in the no parking area directly in front of the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Abbington, the Traffic Department concurs with the request.



FOR ACTION

11 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

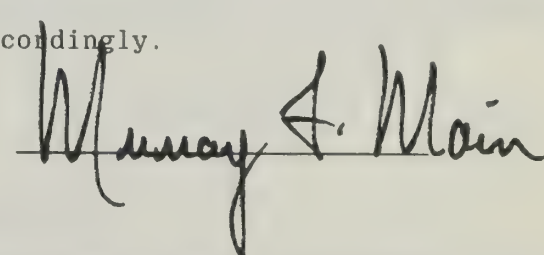
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 20
COMM FILE: 3-9.7
DEPT FILE: TEC-261-89

SUBJECT: South side of Forest Avenue, east of Walnut Street South
- request for School Bus Loading Zone

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Forest Avenue commencing at a point 80 feet east of Walnut Street South and extending to a point 40 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



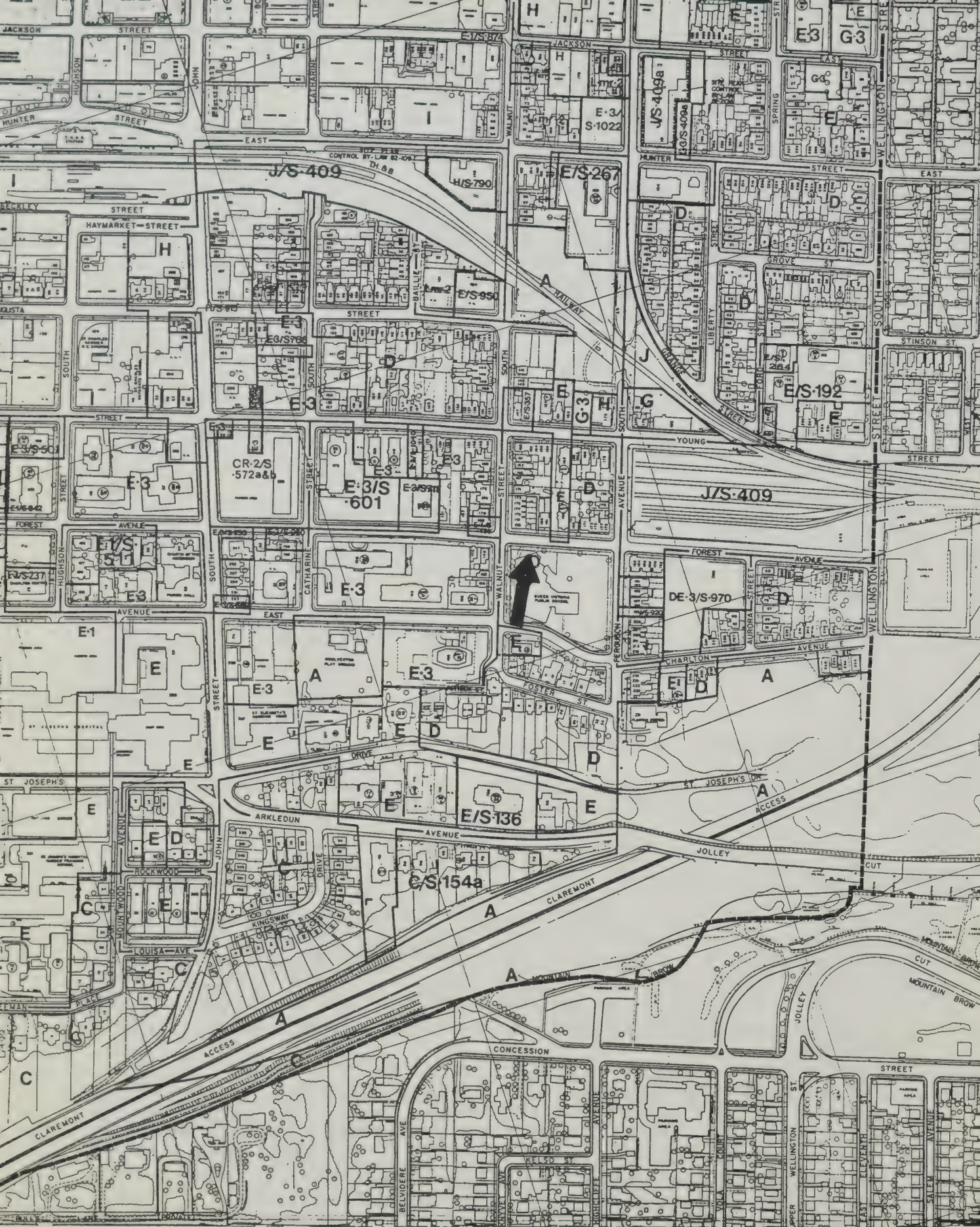
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Board of Education for the City of Hamilton that a school bus loading zone be implemented for Queen Victoria Elementary School on the south side of Forest Avenue, east of Walnut Street, to accommodate one school bus. Presently, there is a permit parking regulation on the north side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Forest Avenue in front of Queen Victoria School.

Although school buses are permitted to stop to load and unload in the no parking area directly in front of the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Forest Avenue, the Traffic Department concurs with the request.



FOR ACTION

12601

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 25

COMM FILE: 3-9.2

DEPT FILE: TEC-234-89

SUBJECT: Glen Road between Bond Street North and Longwood Road North
- Parking Regulations

RECOMMENDATION:

- a) That the existing parking prohibition on the south side of Glen Road between Bond Street and a point 67 feet west of Longwood Road be extended to Longwood Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

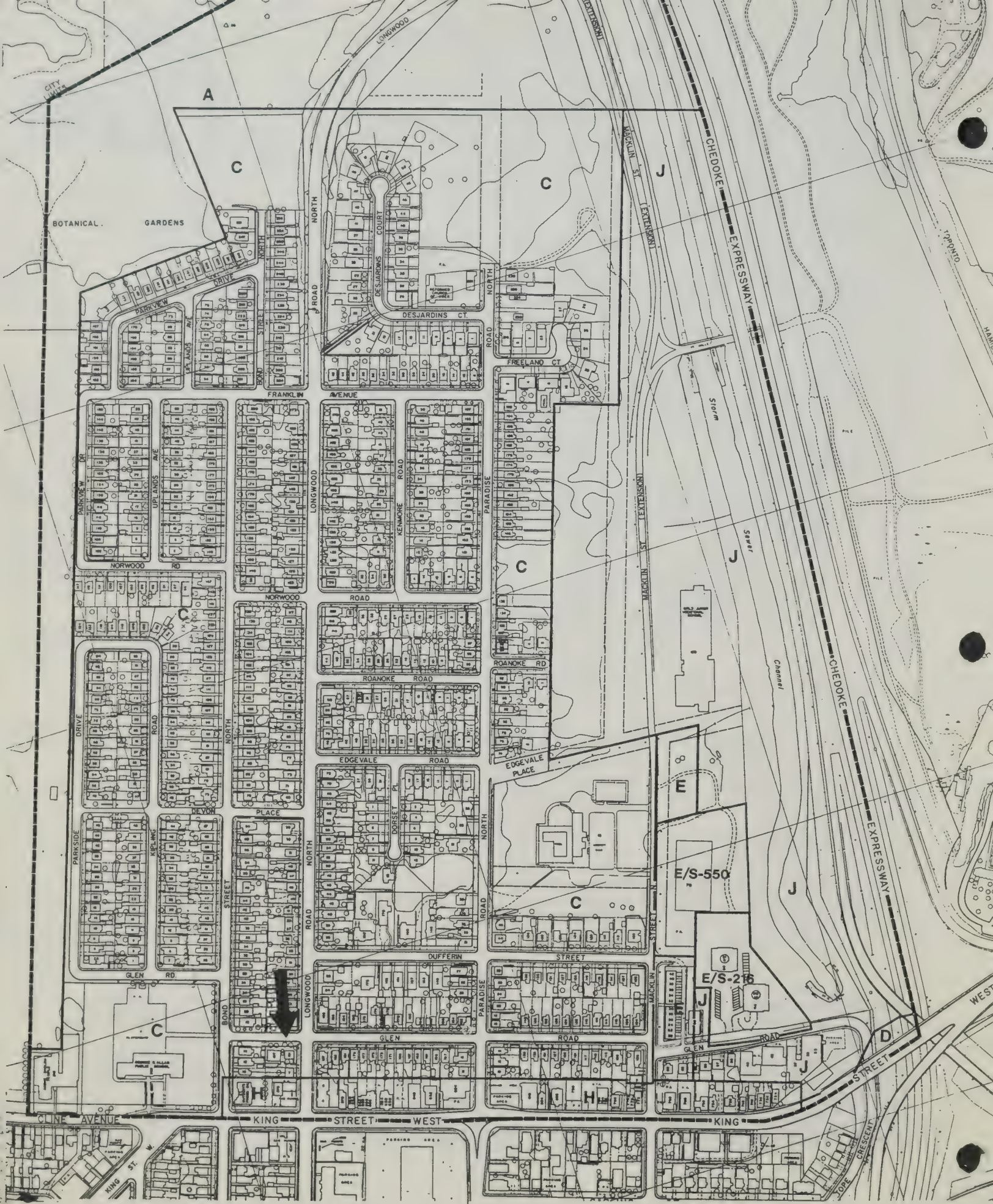
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available in the 1989 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Joyce Lowe, 191 Glen Road, to extend the existing "No Parking" regulation on the south side of Glen Road across the frontage of her residence. Presently, parking is prohibited on the south side of Glen Road from the westerly property line of Mrs. Lowe's property to Bond Street.

The parking prohibition on the south side of Glen Road was implemented in 1979, but did not extend across the frontage of No. 191 since the resident objected at that time. Thus, parking is permitted on both sides of this 28' wide street adjacent to Mrs. Lowe's residence. However, since the resident has now requested that the parking prohibition extend across the frontage of her property, the Traffic Department concurs with this request.



FOR ACTION

12 (cb)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 26
COMM FILE: 3-9.2
DEPT FILE: TEC-265-89

SUBJECT: South side of Delmar Drive between Columbia Drive and Cambria Court
- Parking Regulations

RECOMMENDATION:

- a) That the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Delmar Drive between Columbia Drive and Cambria Court, be replaced with a "one hour parking time limit, 9:00 a.m. to 8:00 p.m. Monday to Friday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

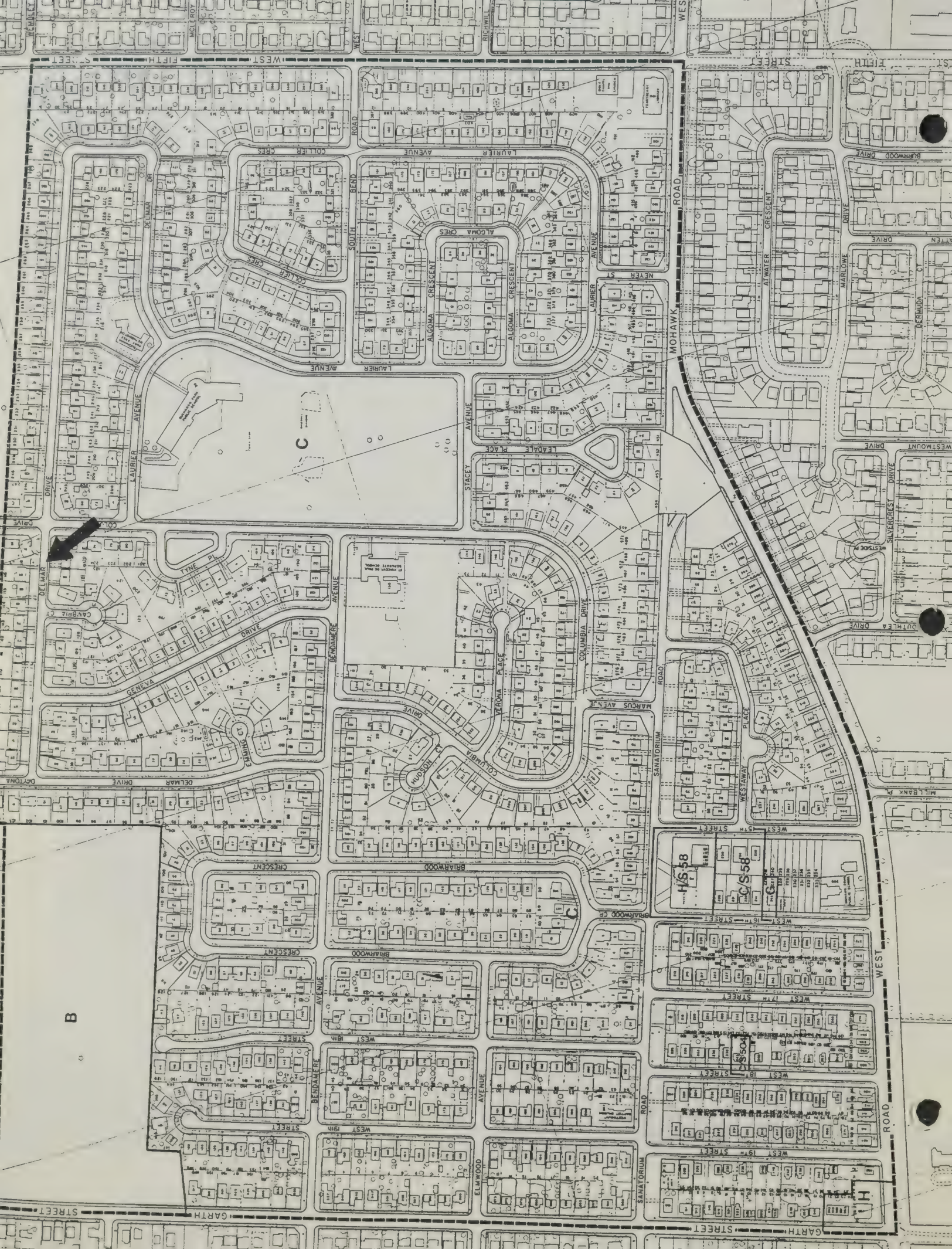
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray has forwarded to the Traffic Department a petition which was signed by representatives of two of the four one, two and three family dwellings abutting the south side of Delmar between Columbia and Cambria, requesting that the existing "two hour parking time limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be replaced with a one hour time limit in order to eliminate long-term parking by students of Mohawk College.

The Traffic Department has been able to contact Mrs. P. Steele, 70 Columbia Drive, who has advised that she supports the proposed parking regulation. Therefore, since 75% of the abutting residents have indicated that they support the change, the Traffic Department concurs with the request.



FOR ACTION

12(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 13

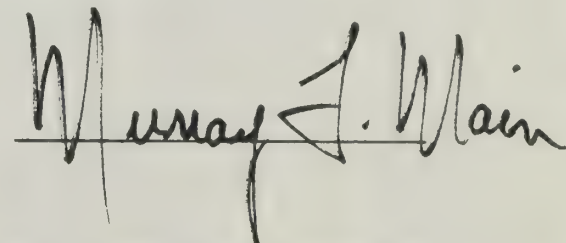
COMM FILE: 3-9.2

DEPT FILE: TEC-246-89

SUBJECT: Mahoney Avenue between Parkdale Avenue North and Adeline Avenue -
Parking Regulations.

RECOMMENDATION:

- a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Mahoney Avenue between Parkdale Avenue North and Adeline Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



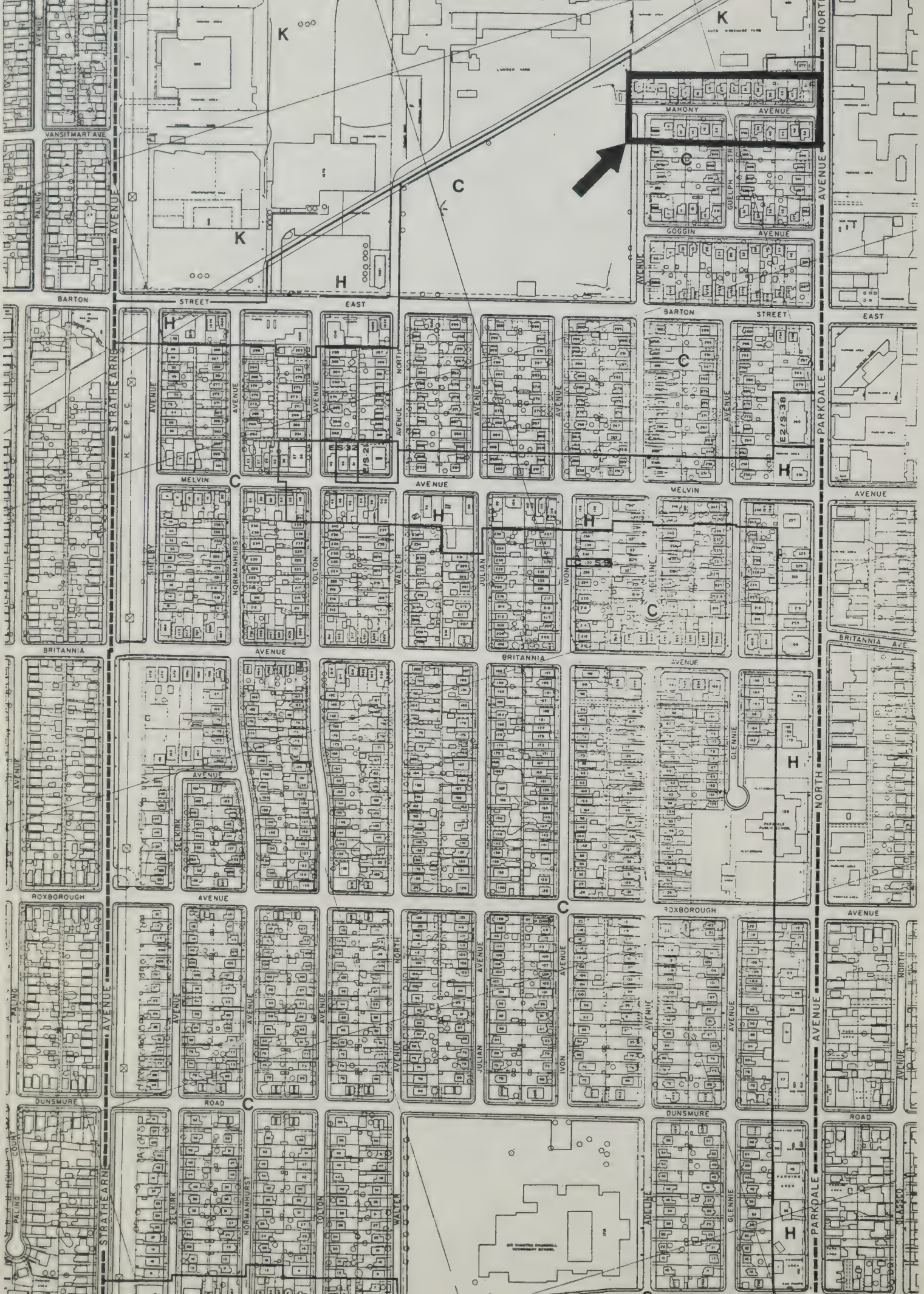
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 27 abutting residential properties requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on Mahoney Avenue between Parkdale and Adeline because of long-term parking by employees of the nearby auto dealerships. Eighteen of the residents are in favour of the requested regulation and one is opposed. Alderman David Christopherson has also received a copy of the petition.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since approximately 67 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.



FOR ACTION

13 can

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

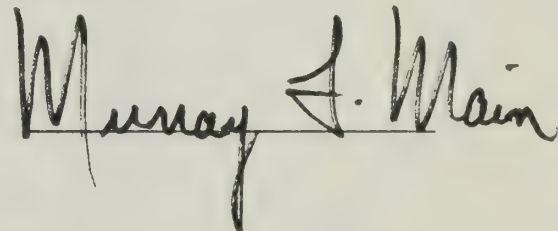
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 26
COMM FILE: 3-9.6
DEPT FILE: TEC-264-89

SUBJECT: Intersection of Grandville Avenue and Violet Drive
- Request for a School Traffic Officer

RECOMMENDATION:

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Grandville Avenue and Violet Drive at this time; and
- b) That a parking prohibition be implemented on the south side of Violet Drive, commencing at Grandville Avenue and extending to a point 50 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. The present cost of assigning a school traffic officer to any location in the City is \$7,220, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

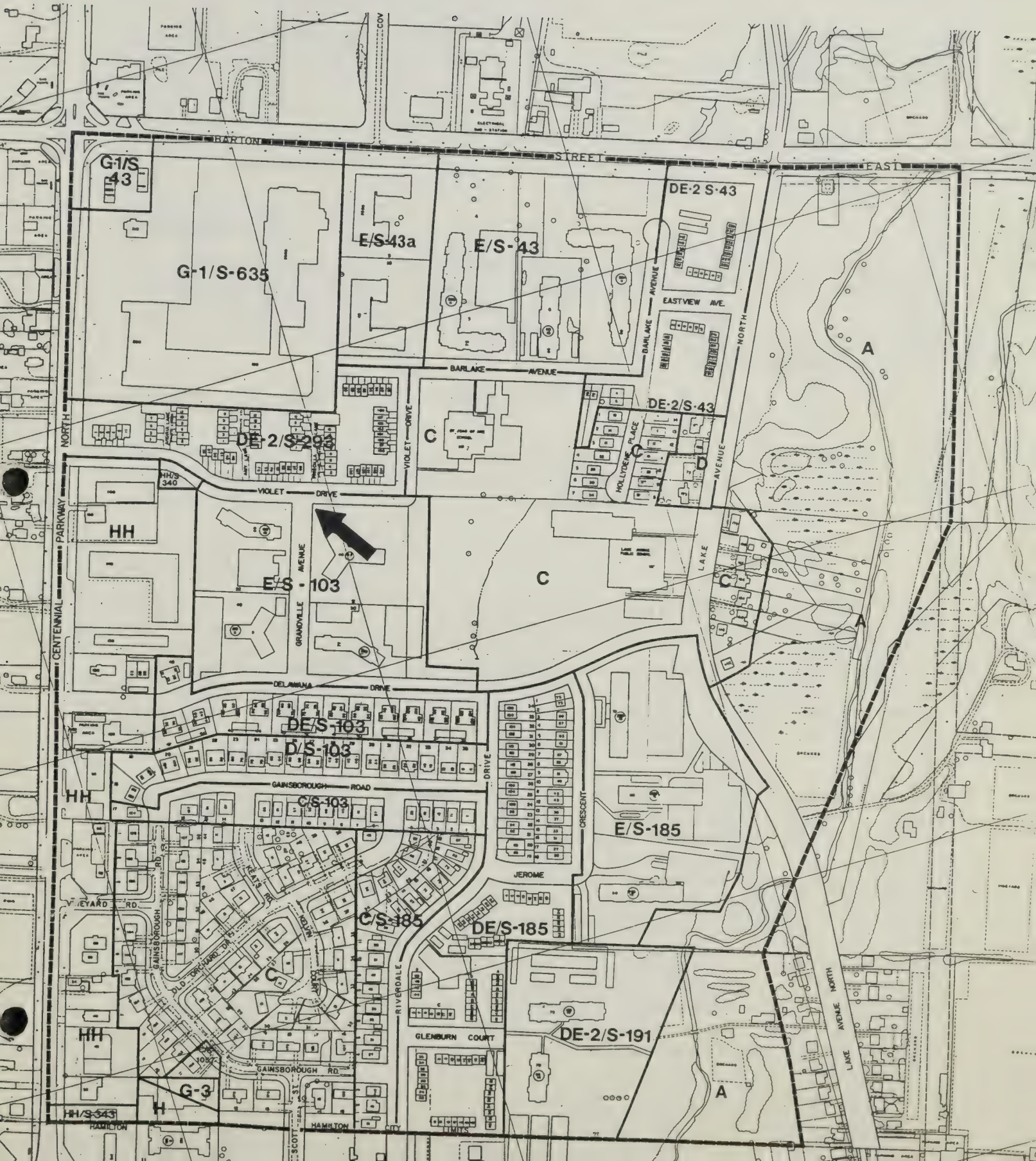
The Traffic Department has received a request from Mrs. Carol Barrett, 50 Violet Drive, that a school traffic officer be assigned to the "T" type intersection of Violet and Grandville. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 June 20th and 21st, and observed 91 crossing movements by school children on Grandville and 18 crossing movements by school children on Violet during the three school crossing periods which consisted of a total of approximately 2.5 hours. The Regional Police have concluded, in part, "that with the recommended

parking prohibition, the children can cross safely without assistance". Therefore, the Regional Police have recommended that a school traffic officer not be assigned to the intersection of Violet and Grandville and that parking be prohibited on the south side of Violet, east of Grandville, in order to provide improved visibility for children crossing at this location.

Traffic Department records indicate that the intersection has experienced an average of 0.57 collisions per year over the past seven years. This is a good collision rate for this type of intersection. Thus, the intersection has been operating relatively safely. However, an investigation has confirmed that visibility is obstructed to some degree by parked vehicles on the south side of Violet, east of Grandville. Therefore, the Traffic Department concurs with the recommendations of the Regional Police Department.

The implementation of the proposed regulation will result in a loss of only one legal on-street parking space. However, since the apartment building which abuts the regulation provides adequate off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.



FOR ACTION

13(b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 1
COMM FILE: 3-9.6
DEPT FILE: TEC-260-89

SUBJECT: Intersection of Southbend Road and Upper Wellington Street
- Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendation of the Regional Police Department, a school traffic officer not be assigned to the intersection of Southbend Road and Upper Wellington Street at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is \$7,220.00, and presently, there are no funds budgeted for additional school traffic officers.

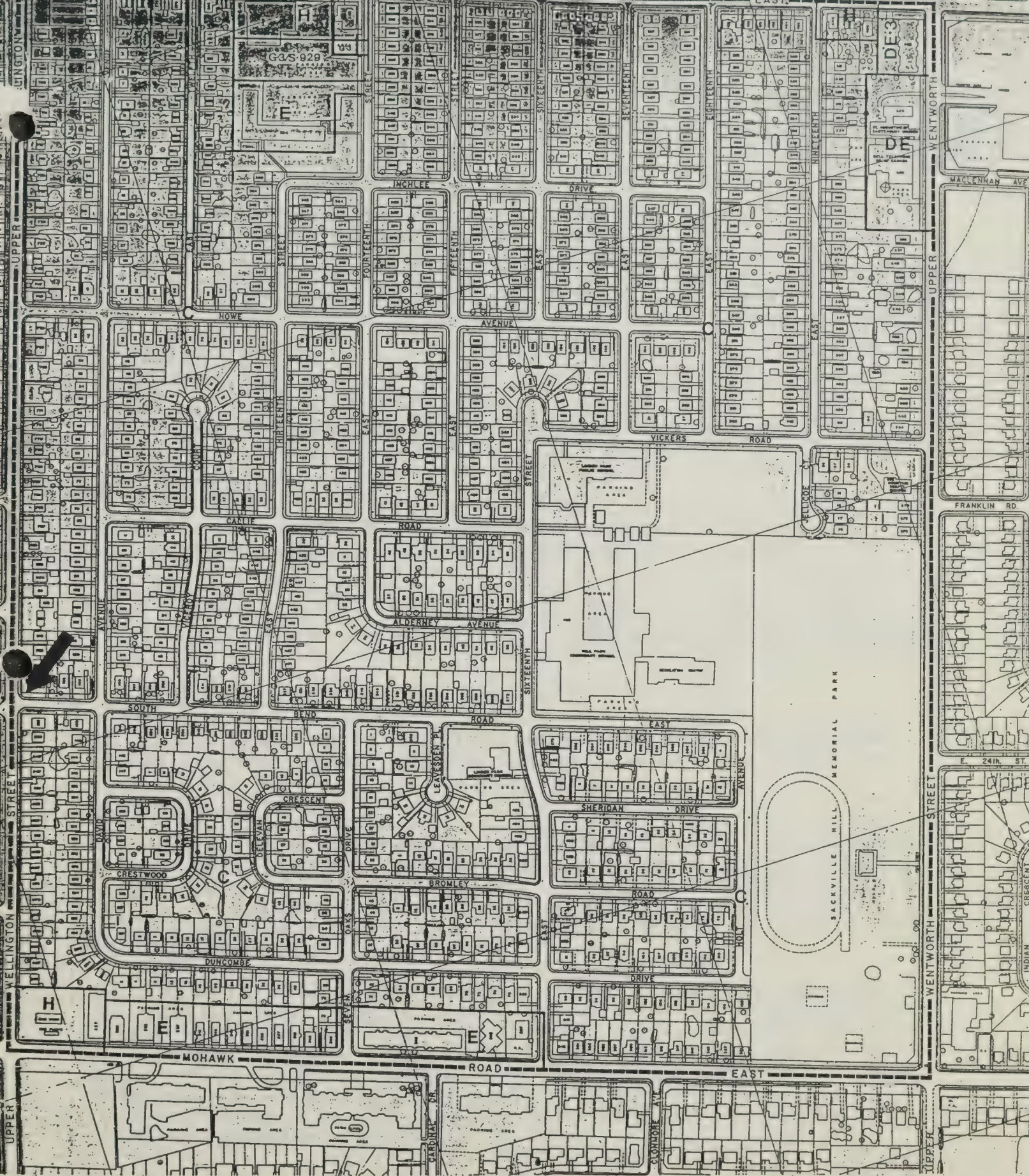
BACKGROUND:

Alderman John Gallagher has requested that a school traffic officer be assigned to the intersection of Southbend and Upper Wellington. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Southbend is required to stop for northbound and southbound traffic on Upper Wellington. The intersection was last studied by the Regional Police in October 1987, and a school traffic officer was not recommended at that time. However, in accordance with approved procedure, this request was again forwarded to the Hamilton Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 September 11, and observed six crossing movements by school children across Upper Wellington and no crossing movements across Southbend. The Regional Police have concluded that "although there are no safe gaps, the small number of children who might use the crossing guard on occasion does not warrant the cost of a guard" and have therefore, recommended that a school traffic officer not be assigned to the intersection of Southbend and Upper Wellington.

Traffic Department records indicate that the intersection is experiencing an average of 1.2 collisions per year over the past five years. This is a relatively good collision rate for this type of intersection. Only one of these collisions involved a pedestrian, and this collision occurred when a 15 year old girl was struck by a motorcycle while crossing Upper Wellington through traffic.

No charges were laid in the incident. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.



FOR ACTION

14 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

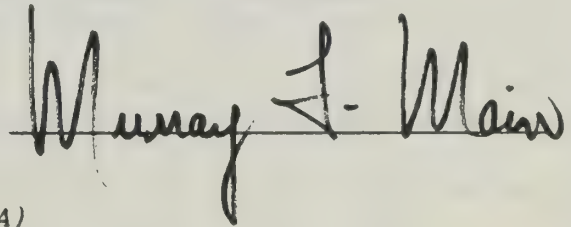
DATE: 1989 October 30
COMM FILE:
DEPT FILE: TEC-271-89

SUBJECT:

Intersection of Emerald Street North and Robert Street - Intersection Control.

RECOMMENDATIONS:

That no action be taken on the request for three-way stop control at the intersection of Emerald Street North and Robert Street at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on Emerald Street North at Robert Street would result in additional motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman Don Drury has asked the Traffic Department to report to the Transport and Environment Committee respecting his request that three-way stop control be implemented at the intersection of Emerald Street North and Robert Street. No specific concerns were given regarding the operation of this intersection. However, the Traffic Department has investigated this matter, and has the following report:

The intersection of Emerald and Robert is a "T" type intersection, and presently, eastbound traffic on Robert is required to stop for northbound and southbound traffic on Emerald. Traffic Department records indicate that there have been four reported collisions at this intersection in the last seven years. All of these collisions occurred before 1986 when an eastbound stop sign and corner clearances were installed to improve conditions at the intersection. There have been no collisions since 1986. Thus, it is concluded that the intersection is presently operated quite safely.

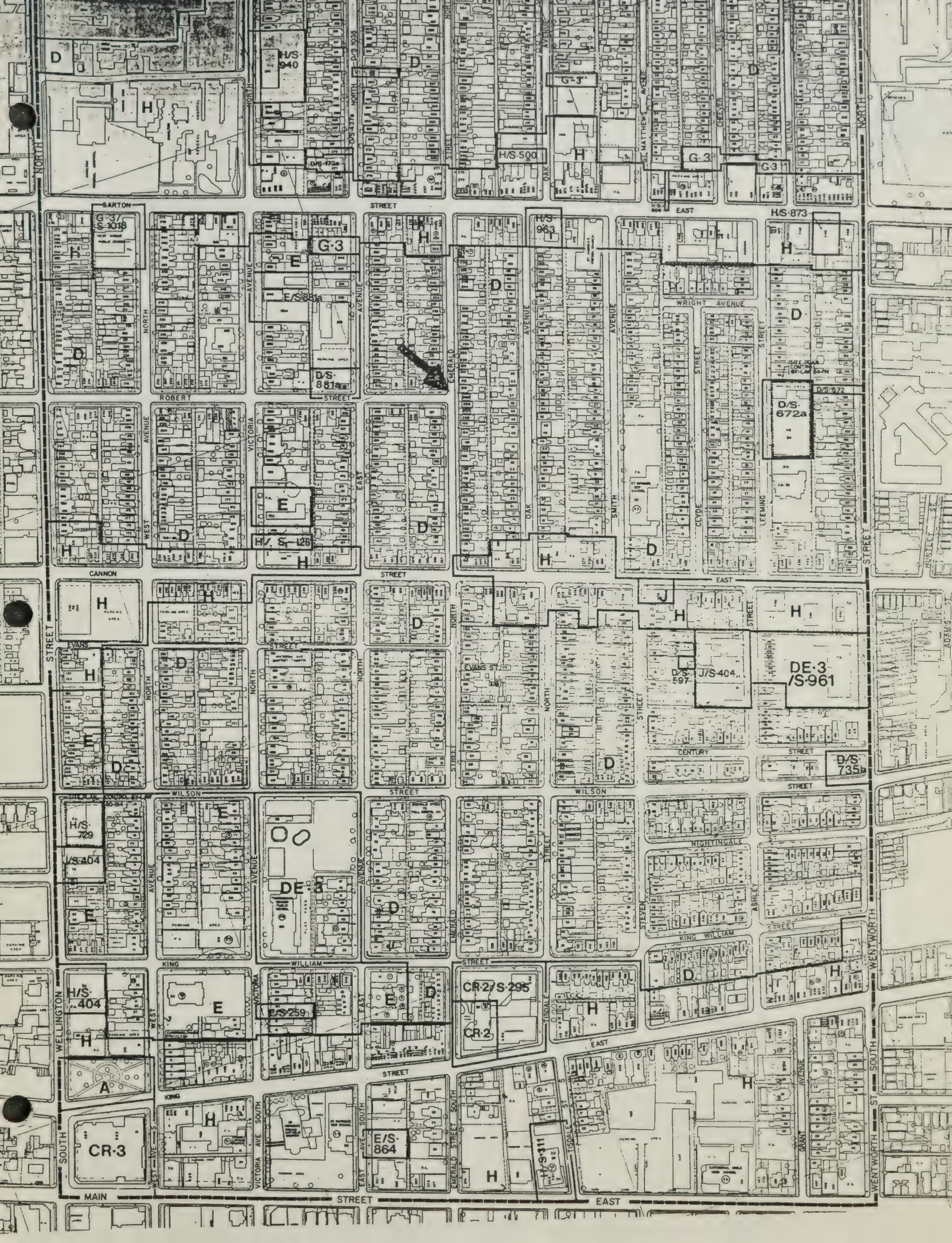
Northbound and southbound traffic on Emerald is presently required to stop at five of the six intersections between King and Barton (a distance of approximately one-half mile). The Traffic Department would consider an additional stop on this section of street to be over-restrictive and unnecessary.

The Traffic Department uses certain criteria to determine when all direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for stop signs, and the violation rate at locations such as this has been found to be very high. The erection of stop signs on Emerald at Robert could lead to a more serious condition if pedestrians crossing the street expect the motorists to stop, and the motorists fail to stop for the stop signs.

The erection of stop signs on Emerald at Robert would merely increase motor vehicle operating costs, noise, dust, etc. in the vicinity of the intersection.

For the above reasons, the Traffic Department does not support the request for three-way stop control at Emerald at Robert at this time.



FOR ACTION

14 (b)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

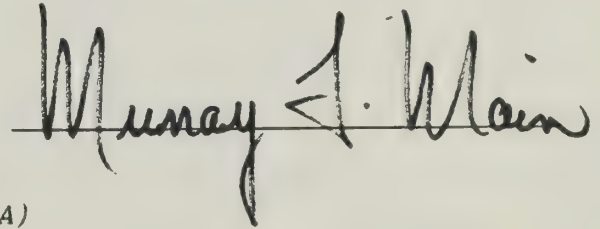
DATE: 1989 October 30
COMM FILE:
DEPT FILE: TEC-272-89

SUBJECT:

Intersection of Ashley Street and King William Street - Intersection Control.

RECOMMENDATIONS:

That no action be taken on the request for four-way stop control at the intersection of Ashley Street and King William Street at this time.



FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on Ashley Street at King William Street would result in increased motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman Don Drury has asked the Traffic Department to report to the Transport and Environment Committee respecting his request that four-way stop control be implemented at the intersection of Ashley Street and King William Street. No specific concerns were given regarding the operation of the intersection. However, the Traffic Department has investigated this matter, and has the following report:

The intersection of Ashley and King William is a four leg intersection, and presently, northbound and southbound traffic on Ashley is required to stop for eastbound and westbound traffic on King William. Traffic Department records indicate that the intersection has experienced an average of 2.27 collisions per year over the past seven years. This is a reasonably good collision rate for this type of intersection. However, most of the report collisions involved southbound motorists who disobeyed the existing stop sign. Therefore, on 1989 October 4, the Traffic Department increased the size of the right and left hand stop signs in the southbound direction from 24" to 30".

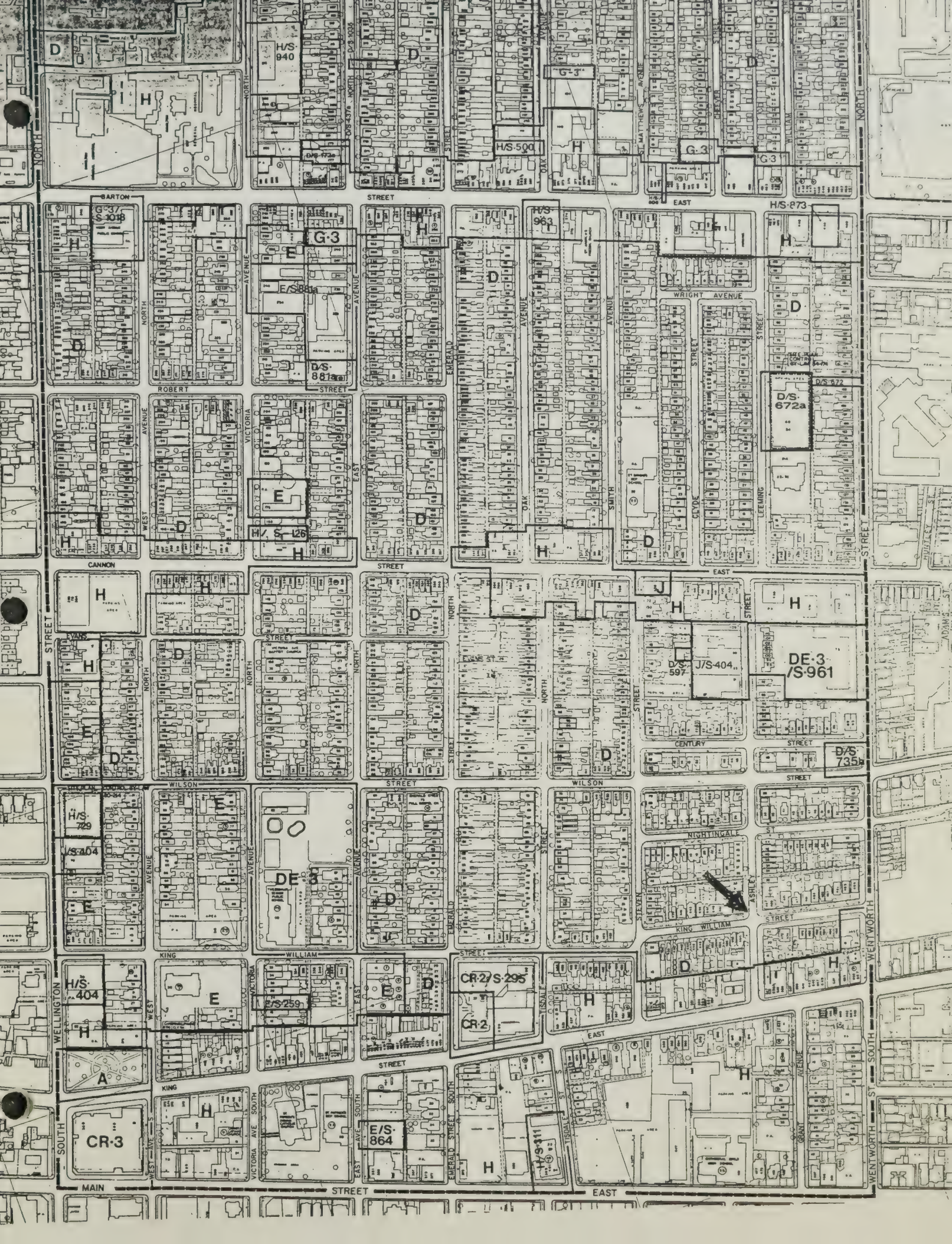
The Traffic Department utilizes certain criteria to determine when all direction stop control is required at an intersection because of the large number of

requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

Presently, traffic on King William is required to stop approximately 375 feet east of Ashley at Wentworth and approximately 375 feet west of Ashley at Steven. The Traffic Department would consider an additional stop on King William at Ashley to be over-restrictive and unnecessary.

The erection of stop signs on King William at Ashley would merely result in additional motor vehicle operating costs, noise, dust, etc. in the vicinity of the intersection.

In view of the above, the Traffic Department cannot support the request for four-way stop control at the intersection of Ashley and King William at this time. However, the erection of larger stop signs in the southbound direction should improve conditions at the intersection.



FOR ACTION

14cc)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 1
COMM FILE: 3-9.4
DEPT FILE: TEC-281-89

SUBJECT: Intersection of East 22nd Street and Brucedale Avenue East -
intersection control.

RECOMMENDATION:

- a) That, the visibility obstruction at the north-west corner of the intersection be removed, and the direction of stop control be switched such that eastbound and westbound traffic on Brucedale Avenue would be required to stop at East 22nd Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

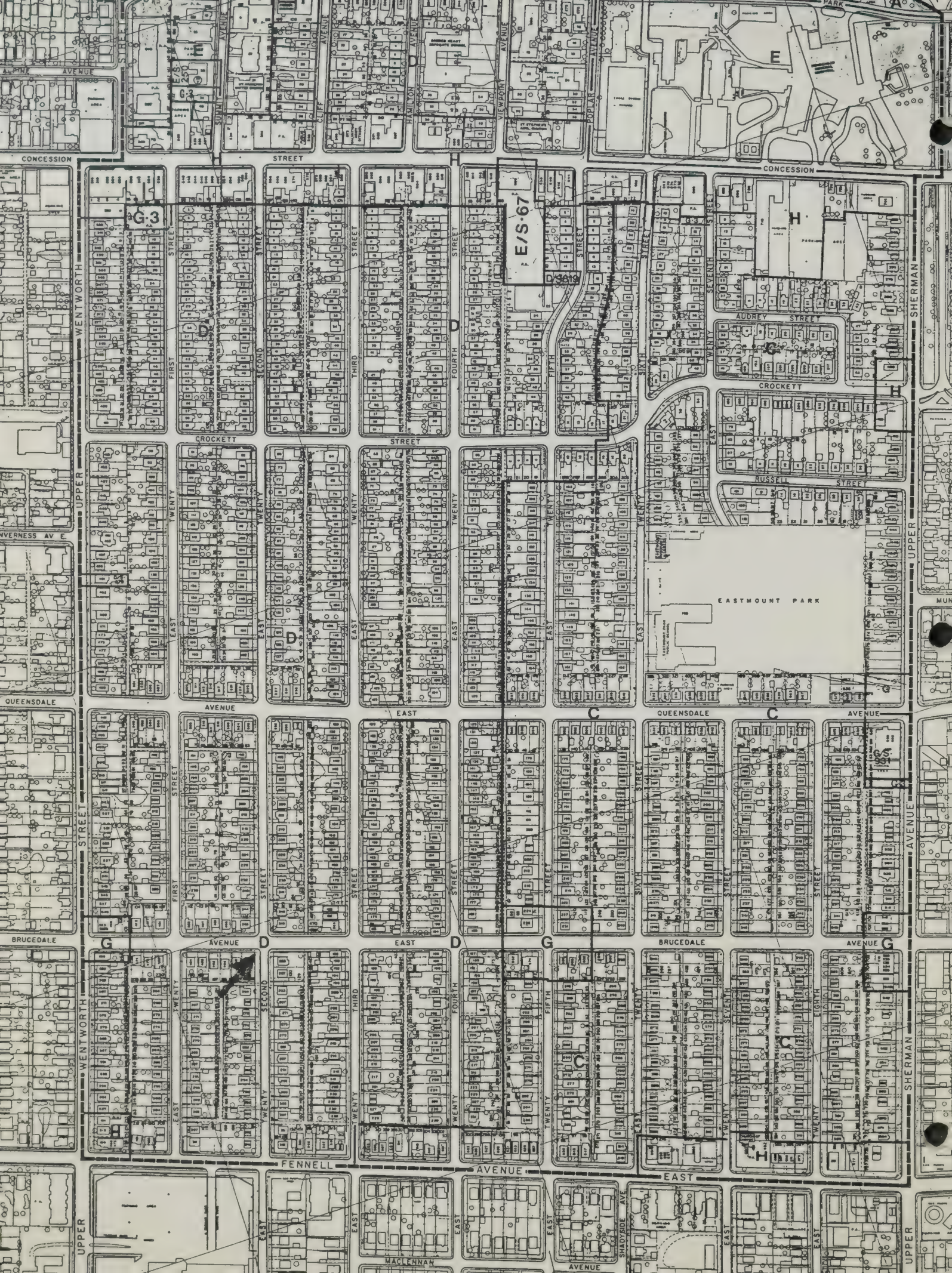
FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Henry Merling has asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of erecting stop signs to control eastbound and westbound traffic on Brucedale at East 22nd. Presently, northbound and southbound traffic on East 22nd is required to stop at Brucedale.

Although the collision record at this intersection has been very good, the Traffic Department has concluded that it would be advantageous to require that eastbound and westbound traffic on Brucedale stop at East 22nd. Switching the direction of stop control from north/south on East 22nd to east/west on Brucedale would be beneficial to the stop control patterns on both East 22nd and on Brucedale. However, a site investigation has revealed that there is shrubbery and landscaping on the north-west corner of the intersection which presently obstructs the visibility of eastbound motorists on Brucedale attempting to enter the intersection. Therefore, the Traffic Department recommends switching the direction of stop control subject to the removal of this visibility obstruction.



FOR ACTION

14 (ca)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 1
COMM FILE: 3-9.4
DEPT FILE: TEC-282-89

SUBJECT: Intersection of East 27th Street and Halam Avenue
- Intersection Control

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of East 27th Street and Halam Avenue, at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

The erection of stop signs on Halam Avenue at East 27th Street would result in additional motor vehicle operating costs in the order of \$10,000 per year.

BACKGROUND:

Alderman Henry Merling recently requested that the Traffic Department investigate the possibility of implementing all-way stop control at the intersection of East 27th and Halam. The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on East 27th is required to stop for eastbound and westbound traffic on Halam. Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven years. Thus, the intersection is operating safely and the erection of stop signs will not improve upon this perfect collision record.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria respecting the use of all-way stop control are met at this location at this time.

Presently, there are stop signs one block west of East 27th at Shadyside and two blocks east of East 27th at Upper Sherman. The Traffic Department would consider an additional stop in this four block section of Halam to be over-restrictive and unnecessary.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of East 27th and Halam at this time.



15.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: 05 OCTOBER 1989
COMM FILE: 3.11-9
DEPT FILE: T103-03(232)
ID#edith

SUBJECT:

Proposed Road Allowance Closure, West Side of Owen Place between 41 and 49 Owen Place.

RECOMMENDATION

- a) (i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980 for an order to stop-up, close and sell the unopened Road Allowance on the West Side of Owen Place between Nos. 41 and 49 Owen Place.
- (ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.
- (iii) That the City register a reference plan under the Registry Act, said plan to be prepared by the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s).
- (iv) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Provided the Judge's Order to close the highway is granted:

- b) (i) That the City Solicitor be authorized to prepare a sewer and water service easement agreement of 7.92m adjacent to the north limit of the closure for the purpose of St. Joseph's Ambulatory Care Service.

Cont'd....

Proposed Road Allowance Closure, West Side of Owen Place
Between 41 and 49 Owen Place

Cont'd....

- (ii) That the City Solicitor be directed to prepare a by-law for the sale of the closed road allowance to the abutting owners.
- (iii) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners subject to the 7.92m easement granted to St. Joseph's Ambulatory Care Service.
- (iv) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980 of the City's intention to pass the by-laws.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from the City of Hamilton Property Department, Real Estate Division to close the above mentioned road allowance as illustrated on the Attached plan.

The proposed closure extends from Owen Place westerly to the easterly limits of the St. Joseph's Hospital property between Nos. 41 and 49 Owen Place. It has not been used for public travel.

City of Hamilton Property Department (Real Estate Division) initiated this closure request to stop-up & close this unopened portion of road allowance and offer the subject lands to the abutting property owners at market value subject to a 7.92m easement. This easement is required prior to the sale of the property for sewer and water services to the St. Joseph's Ambulatory Service facility.

Cont'd....

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October 5, 1989

Proposed Road Allowance Closure, West Side of Owen Place
Between 41 and 49 Owen Place

Cont'd

City Council at its meeting of Tuesday, March 29th, 1988 approved Section 5 of the Sixth Report for 1988 of the Planning & Development Committee that the Greenford Neighbourhood Plan be amended to delete the unopened road allowance between No. 47 and No.49 Owen Place and designate the lands for single and double residential use.

Notice of this proposed closure was circulated to all affected municipal departments and utility companies and no objections to the request were received.

Circularization to the area residents is now complete and the results are as follows:

Number Circularized - 39

In Favour - 13

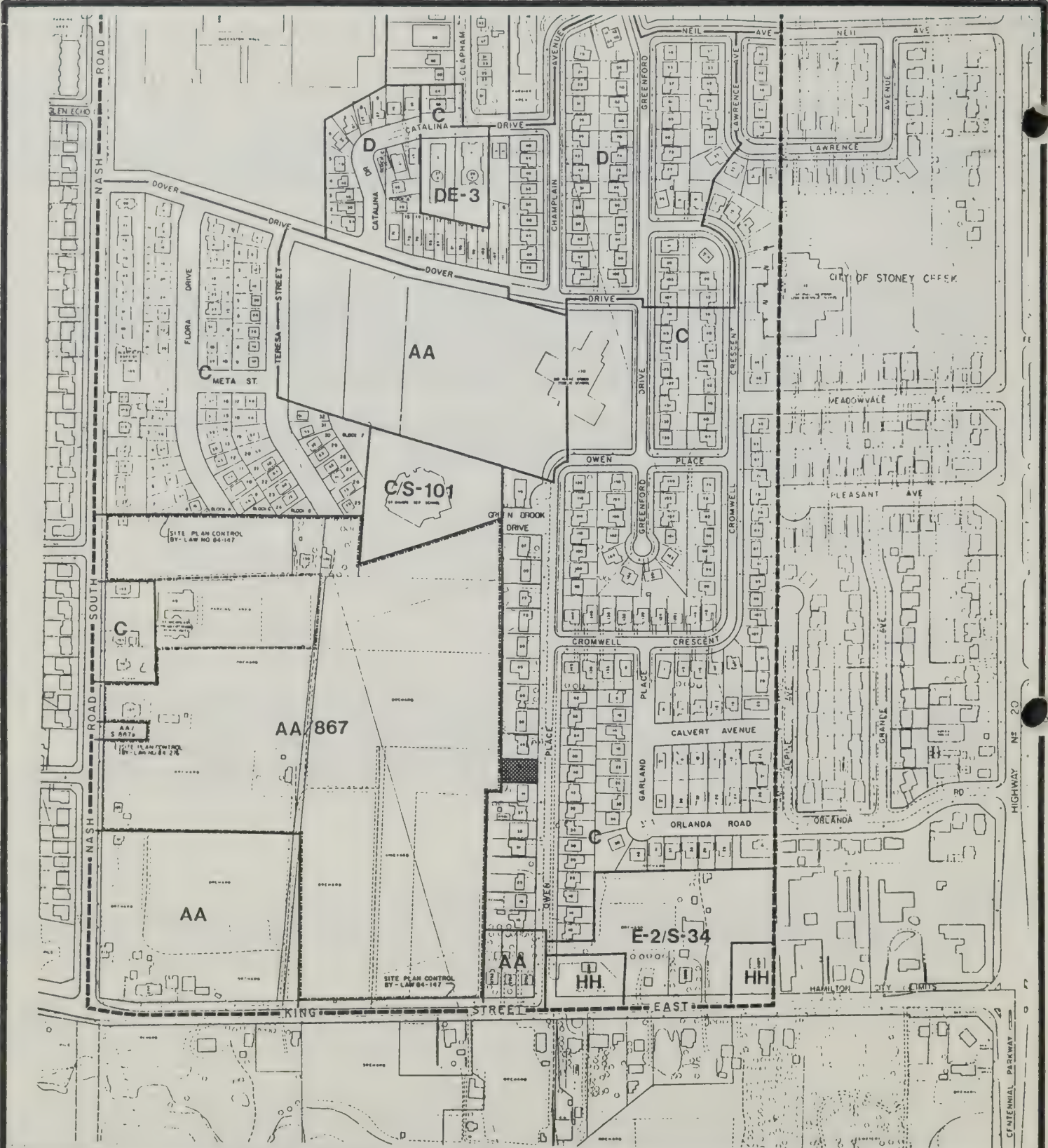
Opposed - 0

No Response - 26

Since the City Property Department feels the City no longer requires this property, they will offer the lands to the abutting owners at market value. As there were no objections from area residents, municipal departments or utility companies our department is in favour of this closure.

JKC:er

cc: L. Lawrence, City Solicitor Department
Alderman F. Lombardo
Alderman D. Agostino



PROPOSED ROAD

ALLOWANCE CLOSURE

LEGEND



PROPOSED CLOSURE

SCALE

1:5000

FILE NO.

T103-03(232)

NORTH



**REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING**

16.

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY

FROM: G. S. SPENCER
 COMMISSIONER OF ENGINEERING

DATE: August 29, 1989
COMM FILE:
DEPT FILE: S704-32
ID#

SUBJECT:

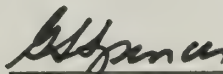
Implementation of the Approved Ryckman's Neighbourhood Plan

RECOMMENDATION

- a) That the Board of Education pay to the City an amount equal to the Local Improvement Act charges for the services in the said one half of DiCenzo Drive, which amount is:

Sidewalk and Curbs	112 m	@ \$131.00	= \$14,672.00
Roadway	112 m	@ \$221.00	= \$24,752.00
		TOTAL =	\$39,424.00

- b) That concurrent with item a), the City pay DiCenzo Construction one half of the City service cost in the portion of DiCenzo Drive being Part 6 of 62R-9868, which amount is \$31,609.00.
- c) That the Coordinating Committee be requested to recommend the method of financing.



G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The financial arrangements are in accordance with standard cost-sharing policies on the assumption that the Board already owns the adjacent lands.

Cont'd

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

BACKGROUND

In 1986 the City approved the Ryckmans Neighbourhood Plan, and 1987 approved a draft plan for DiCenzo Gardens. The approvals were based on the assumptions that the Board of Education and the private owner would exchange certain lands so that the proposed school would be located on a collector road. This site was selected for traffic, safety and public convenience reasons. The exchange consists of Parts 4 and 5, 62R-9868 going to the Board and Part 2, 62R-9868 going from the Board to DiCenzo Construction.

The Board of Education and DiCenzo Construction Ltd. have now agreed to exchange the land on an area for area basis with no compensation being paid for difference in land value. There would not have been any City involvement in this transaction if all of the lands in the area were undeveloped. However, one side of the proposed school site has now been improved by construction of a street which results in City and Regional involvement because the Board of Education and private companies are subject to different policies on municipal cost sharing.

The land exchange has been agreed to between the parties on the basis that the City and Region will deal with the service cost as if the lands had been exchanged prior to the establishment of DiCenzo Drive. It is staff's view that this is reasonable and appears to be the only manner in which to implement City Council's original intent.

In order to implement City Council's plan and to maintain normal cost sharing arrangements between the Board, the private owner, and the City, the following must take place:

1. The Board of Education pay the City the cost calculated in accordance with the Local Improvement Act and the current agreement between the City and The Board.
2. The City pay DiCenzo Construction for the City services on DiCenzo Drive adjacent to the school site.

The Board of Education share of services is \$39,424.00 and is calculated on the 1989 City of Hamilton Local Improvement Act charges. The general agreement between the City and the Board states that the Board shall pay Local Improvement Act charges but shall not provide land or pay other charges.

Cont'd

-Page 3-
August 29, 1989

Implementation of the Approved Ryckman's Neighbourhood Plan

Cont'd

The City share of services is \$31,609.00. This represents the cost of sidewalks, roads, catch basins and other charges which would have been "City Share" in the original subdivision agreement if the adjacent lands had been owned by the Board of Education at the time of the establishment of DiCenzo Drive.

KAB:klv
Attach.

cc: J. Schatz, Secretary, Co-ordinating Committee
E. C. Matthews, City Treasurer, Att: B. Hotrum

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